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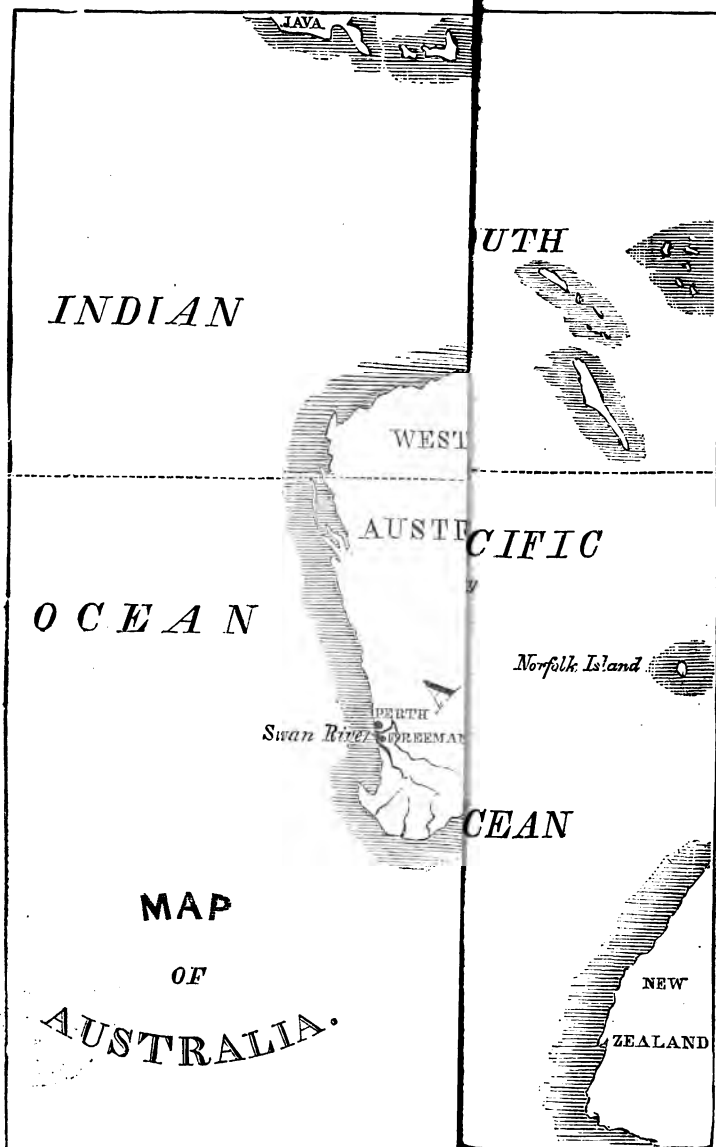


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The Gold Districts in the

CASSELL'S

EMIGRANTS' HANDBOOK:

BEING A

GUIDE TO THE VARIOUS FIELDS OF EMIGRATION IN
ALL PARTS OF THE GLOBE.

WITH

AN INTRODUCTORY ESSAY,

ON THE IMPORTANCE OF EMIGRATION, AND THE DANGER TO WHICH
EMIGRANTS ARE EXPOSED.

TO WHICH IS ADDED, A

GUIDE TO THE GOLD FIELDS OF AUSTRALIA,

WITH COPIOUS INSTRUCTIONS, GOVERNMENT REGULATIONS, &c.,

ACCOMPANIED BY

A MAP OF AUSTRALIA,

IN WHICH THE GOLD REGIONS ARE CLEARLY INDICATED.



LONDON:

JOHN CASSELL, LA BELLE SAUVAGE YARD.

1952.

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MAP OF AUSTRALIA—facing Title-page.

THE EMIGRANTS' HANDBOOK.

(INTRODUCTORY ESSAY.)

THE remarks which we have to make, by way of introduction, we place before the reader in the following order :—

I. *The advantages of emigration.*

Every day the subject of emigration rises in importance. People see clearer every day how much better it is to be well off in the new country than to starve in the old. During the last thirty-six years an annual average emigration from the United Kingdom has taken place of 98,693 persons. Since 1846 this emigration has increased in a most remarkable manner. According to parliamentary returns we find the numbers emigrating were as follows :—

In 1846	129,118 persons.
„ 1847	258,270 „
„ 1848	248,089 „
„ 1849	299,498 „
„ 1850	280,849 „
„ 1851 (first six months, from Liverpool alone)	108,934 „

The famine years in the above table, of course, were exceptional years. The Irish fled in frenzy from the fever and death that awaited them on this side the Atlantic. The pestilence walked through the land, and their aim was not so much to seek a future home as to avoid present death; but we may take it for granted that the emigration going on at this time is of quite a different character. We may assume that it is not the result of fear or frenzy, but of a rational desire to better one's circumstances in life. It is a fact patent to all that at this time there are thousands of steady, industrious men who, weary of struggling here for a bare pittance, have resolved, with their wives and families, to try their fortunes in a new sphere. Here we have a toiling population—every one competing with his neighbour—every avenue to wealth choked up by a thousand competitors, the poor every day becoming poorer, every day the strife becoming fiercer for the mere necessities of life. In other parts of the world, in climates represented as more genial than our own, there are fertile lands waiting for man to take possession of them, crops ungarnered, sheep boiled down for tallow, abundance of those essentials to life, for the want of which here the squalid populations of our crowded towns sicken and pine and die. For such as these emigration is a deliverance from the dirt and degradation that await them here, and a resurrection to a new and a healthier life. Then we have numbers with a small capital utterly useless here. It is in vain they go into the market; they cannot compete with other and richer men; they can neither buy nor sell so cheaply; the consequence is, their trade leaves them; the longer they stay here the worse it is for them; nearer and nearer come to them poverty and despair.

Now this small capital, so utterly useless here, in many of our colonies would place them in the road to wealth. The Canada Company published some returns, which were laid before parliament in the report of the Committee on Highland Destitution, in 1841, which bear very strongly upon this point; they extend over a period from the commencement of the Company's operations to 1840, about twenty-two years. One table referred to 724 settlers, in thirty-eight townships; of these, 327 had originally no property, and were computed to be worth £116,228 9s. 6d., or on an average £334 17s. 9d. a head. Another class, consisting of eighty-nine settlers (the term "settler" applies either to a solitary individual or the head of a settling family), originally possessing each less than £20, had collectively £38,213 10s. 6d., an average per head of £429 7s. 4d. A third class, consisting of 298 persons when they arrived, had on an average £111 19s. 10d., and were collectively in possession of £169,304 1s. 9d., being an average of £568 2s. per head. Another equally significant statement has just been published by the same Company. They state that between the beginning of 1844 and 31st of December 1850, they have been the means of remitting from emigrant settlers to their friends in Britain no less a sum than £77,661, chiefly for the purpose of enabling them to emigrate. We may imagine most of these people, when they arrived in Canada, were penniless, and that the money thus sent over was money they had been able to save during the short time they had been in the colony. In the *Edinburgh Courier*, a few weeks since, appeared other documents equally satisfactory. It contained a collection of passages from letters which had been received from their kinsfolk in Lewis by persons who emigrated from that island to Canada during the last summer. It gave, it stated, these homely documents publicity, not so much with a view to the instruction or guidance of intending emigrants or persons who ought to emigrate, as for the purpose of placing before the public in a clear light the benefits which these poor islanders derive from their change of lot; and the duty of facilitating their removal, which lies upon those interested in their welfare. Written as they are without concert, far apart, and under diversity of circumstances, these letters are unanimous in their preference of Canada to the Hebrides. "This country is promising to be better for poor people than the old and poor country," writes one; "every diligent and good workman will do very well here." "Oh, my brothers and sisters, and all of you," cries another, "be sure and come here, and don't live starving where you are." "It is a wonder," are the words of a third, "that people can content themselves at home when there are such good prospects in Canada. Linger no longer on the barren soil of the poor decaying Lewis island." "If you can come here," writes a fourth, "do so as soon as you can." A fifth assures his friends that, "although all the Lewis' would come here, they would get work at 4s. 6d. a day." "This is a very good country for any man that has a mind to work," says a sixth. A seventh exclaims triumphantly, "My board is as good as the factor's since I came here." An eighth writes, "I am well pleased here, and miss nothing but my friends." "I would advise every one of you," says a ninth, "to come as soon as you can, for this country is a very good country for food. Poor people do a great deal

of harm to themselves by stopping in that poor country." "We are much obliged to the proprietor," is the report of a tenth, "for his kindness in sending us here. We are better off since we came here than ever we were there."

To the tenant farmer with a large family, struggling vainly at home with insufficient capital and with skill unequal to the exigencies of the times, which require him to pay high rents with low prices, North America holds out prospects of independence. Our own North American colonies offer advantages at least equal to the United States. In proof of this we cite a few cases of settlers in New Brunswick, from a work recently published—Professor Johnston's "Notes on North America :"—

"Near Frederickton the Professor visited the Harvey Settlement, founded in 1837 by emigrants from the neighbourhood of Wooler, in Northumberland. Twenty-three families, consisting of about 200 individuals, had come out for the purpose of settling on the lands of the Nova Scotia and New Brunswick Land Company; but no preparation having been made for their reception, they were thrown entirely on their own resources, and being poor, and few of them able at that time to obtain employment, they became involved in great difficulties. The Colonial Legislature, however, assigned them land, and supplied them with provisions for the first year. Though they endured great hardships during their first winter, which settlers in their vicinity would not now be exposed to, only two deaths occurred in six years against thirty-three births. There are now fifty-three families, comprising between 300 and 400 individuals, each family possessing from three to five cows, and 100 acres of land at least.

"Neither our own colonies nor the United States, however, are the place for idlers. 'A man,' said one of these settlers, 'must work as hard as at home, and longer hours. He must build his own house, and make the shoes of his family, and do many other things; and yet,' he added, 'if a piece of good land was to be found *handy*, many of their friends and relations from home would join them.'

"Professor Johnston, on his return, made a tour on that well-farmed district on both sides of the Scottish Border, at the foot of the Cheviots, whence these people came, and learned from the report of the parish minister that, in the small village of Yetholm, there were thirty able-bodied men, accustomed to work for the neighbouring farmers, who were unable to obtain a day's work. 'Alarmed,' he says, 'by the fall of prices, very foolishly, I think, in the case of a half pastoral district like that, the holders of the land had ceased to employ a single labourer they could dispense with.

Had I known of a bit of good land handy to that settlement, I could have felt it in my heart to urge these labourers to make up a party among themselves, with a view of going there, and to offer my aid to them in their views. How it would have turned the tables if these thirty families had emigrated! The history of two of the Harvey settlers speaks volumes. Mr. Grieves was a shepherd at Whittingham on the Border. He landed at Frederickton in 1837, with a family of ten, and only 7s. 6d. in his pocket. Having obtained his parcel of land, he hired himself as a farm-servant with Colonel Shore, at Frederickton, at £30 a-year, (that is, with board); and such of his children as were able to work he hired out too. Whenever he could spare a pound, he got an acre of his land cleared. After seven years of service, he settled on his land himself, building a house for his family *right away*—that is, without the previous erection of a log-house, 'and a very good house he appeared to have.' He has now 700 acres of land in different lots, and has clearings of twenty acres on each of three or four of these lots, intended for his sons. His success has been above the average, which he attributes to his having had a very good master; and when Professor Johnston afterwards met that master, he found him equally grateful for the warm attachment and zealous services of so good a hind. 'Had I my life to begin again,' said Mr. Grieves, 'I would come out here; for, though I might have been more comfortable myself, there is the satisfaction of providing well for my family.'

"Another of these settlers, Mr. Pass, affords an instance of the success of a

small capitalist. He had been the manager of a chemical work in one of the midland counties, and had saved £150. He brought up his only son as a carpenter, and settled in Harvey. 'I have done well,' he said, 'through hard work; and all who have done well say the same.' He considered himself better off than he would have been at home, and was of opinion that no climate could be better than that of his new country. He considered it also to be especially the place for the labouring man; he cannot *worsen* himself, and if he is industrious, he is always getting better."

If from Canada we turn to Australia, we find the same expression of thankfulness at having been removed from the strife and toil of England. Mr. Sidney Herbert's female emigration appears to answer admirably. Very recently the society have published select extracts from a large mass of similar compositions, testifying in a very welcome manner to the benefits which the society, even thus early in their career, have succeeded in conferring upon the "unprotected females" of England. We must give a few extracts from these prose poems. M. J., formerly a needlewoman earning five shillings a week, writes one of the latter descriptions of poems, very brief, though its burden is a triple set of marriages. The composition is addressed to her mother:—

"Dear mother,—I take this opportunity to write these few lines to you, hoping they will find you in good health, as it leaves me at present, thank God; and to inform you that I arrived safe in Melbourne, and that I was three months in service, and I left to get married, and at the time of writing I am married about six weeks. I am very happy in my married state.

"M. J. is married, and has gone to live up the bush; and please to tell her mother that she has got a very good husband, and she is very comfortable. My husband was at the wedding; she was married about a fortnight before me. M. A. was married to a clergyman on Christmas-day, and is very comfortable indeed; she is at Port Adelaide."

M. A. S. sends a regular harvest-home ditty. It is all "cakes and ale," pay and pleasure, with a chorus occurring at every few lines, "I have been so happy you don't know:—"

"We had such a splendid passage since we left London; such a passage was not known for such a large ship. I have had the best of everything since I left London; I have had plum-pudding three times a week, and fresh meat very often, and I have not eat a pound of biscuit since I left you. You know that I had only four dresses when I left London; and now I have sixteen, besides several other things and money. Sydney is such a beautiful place I can't say; it's such a delightful place; mother, I am so delighted.

"Chorus: Dear mother, I have been so happy you don't know."

C. S. sings of the peril which awaited her on landing, from the tricks of a certain "old fellow" who wished to cheat her out of the fair market rate of wages. The keen-witted damsel, however, was not to be taken in. She escaped the snare, and after that all is as bright as a ballad:—

"All is well with us; we have had a delightful voyage, and have got places next door to each other, at sixteen pounds a year. The old fellow wanted to trick us. He went on shore, of course, before we could, and brought such tidings back of labour being so plentiful and wages so low, as made many out of heart; said the bishop only gave his servants twelve pounds a year, and said that, as things were so bad, I had better not leave the ship until his family did, and kindly offered me a home until I could get a place. But that did not suit me; I set off to town next day, made inquiry for myself, and had an offer of plenty of places from sixteen to eighteen pounds a year; that changed the face

of things. Now you would not know me, I am so fat, red-faced, bright-eyed, and care for no one; this is the place for independent spirits; the labourer is as much thought of as his master; things just as they should be; the country most beautiful; but much colder than I expected. All the work here is very hard, none soft—soft people are no use. I have got hardened to it like the rest; but then for the labour there is good pay. All work hard, fare well, and seem happy; there is no poverty such as in happy England."

C. S. appends a sort of note written subsequently, and full of more prosaic matter—trade and wages, education, climate, and "Mr. Malthus's philanthropy," but equally cheerful in tone with her earlier impressions.

With a brief strain from S. G., who would probably write more and better if she could have written for herself, we must conclude our quotations:—

"We had green peas and cherries on Christmas-day. We have got fruits of all kinds just now; we burn nothing but wood; there are no grates to clean; no coals are found here. Living is very cheap here. Clothes are not so dear as I fancied they would be. I get out in the carriage for a ride sometimes with one of the babies. We make our own bread, candles, and butter; milk our own cows; kill our own meat; so that we have nothing to buy but tea, sugar, &c., and have plenty of food. There are no beggars in the country, and there are no workhouses. Servants need never be out of place; they are much wanted here. I have grown very much; you would not know me, I am so tall and fat."

But we may extend our instances. Mr. Foster, for some years a member of the Legislative Council for the Port Philip District, has recently published a work on Victoria, showing that in Australia the male emigrant may do equally as well. After giving some examples of mercantile adventure and success in town pursuits he proceeds to speak of pastoral avocations. The first instance he adduces of this class is that of a family who in 1838 went over to Port Philip with 3,000 sheep from Van Diemen's Land. They are now possessed of stock equivalent to 75,000 sheep. A second case is that of a man, formerly an overseer, who has now one of the best stations in the district, on which he has 15,000 sheep. Another instance of success is that of one of the earliest settlers, who commenced with 100 ewes; he is now said to be worth £4,000 per annum. An overseer of his, who saved a little money, has at present a station and 100 sheep. A third, who also commenced with 100 sheep, is now a very wealthy man, with many thousands of sheep and cattle and considerable landed property. A fourth, who invested £1,200 about twelve years ago, lately, during his absence in England, had £3,000 per annum remitted by his agent in the colony, who at the same time increased his stock. A fifth, who commenced with £300, sold his stock in four years for £2,300. But it is unnecessary that we give further details in illustration of the importance of emigration and of the benefits resulting from it. It is clear that men with capital or without may be better off in the colonies or in America than at home. It is clear that to such men, if industrious and steady and persevering, emigration offers not merely a living, but wealth as well. We now pass on to—

II. *The dangers of emigration.*

These are numerous both in England and in the various fields of emigration. The emigrant needs advice. We have had emigration that ha

resulted in terrible disasters. In an address presented so lately as 1849 to the governor of Western Australia, we read of one of these. The writer speaks "of the ghastly spectacle of the town site of Clarence—its sole edifices, crowded, hurried, and neglected tombs—its only inhabitants corpses, the victims of disease, starvation, and despair; the sea-beach strewed with wrecks; the hills and borders of the rivers studded with deserted and half-finished dwellings." The writer proceeds to speak of brave men, delicate females, and helpless children perishing by hundreds on a desert waste from want of food and shelter, and even of water, and surrounded by hordes of angry savages. Though emigration does not often terminate so fatally, there is no doubt whatever but that to many men it has often proved utter destruction; that it has landed them where they could be of no earthly use, and that with blasted hopes they have gone down to an early grave. The emigrant must not merely be fitted for the place, but the place must be fitted for him. For this purpose he must before emigrating acquire all the information that he can; and here great danger besets him. He is liable to be the dupe of interested parties. Often such people write "Guides" and "Handbooks." The information they contain is too often one-sided, and must consequently deceive and mislead. The emigrant must read all the accounts he can, and judge for himself; he must refrain from purchasing land in a colony till he has seen it. We know there are inducements often held out for him to do this; but this is one of the dangers against which he should be on his guard. Even when he gets to the colony, he need be in no haste to purchase land. He will find it cheaper and better in the long run to "wait a little longer." No emigrant should leave England till he has made himself acquainted as well as he can with the desirable fields of emigration; the best way to reach them; the remuneration for labour; the cost of living, and such matters. An ignorant emigrant is always in danger, always liable to be imposed on by the artful and designing. A little learning may be a dangerous thing, but no learning at all is more dangerous still. The great danger that besets the emigrant is ignorance. In consequence of this ignorance, he will on every side be made a dupe of by the unprincipled persons with whom he comes in contact. In general the emigrant is victimised before he leaves this country. At Liverpool a systematic victimisation is carried on to a fearful extent. From the evidence taken before a select committee of the House of Commons on the Passenger Act, and ordered by the House of Commons to be printed on the 2nd of August, 1851, we learn that the moment the emigrant sets foot on the wharf at Liverpool he is beset by a crowd of runners or crimps, who seize upon his luggage, for the carrying of which they make a high charge, though he is both able and willing to carry it himself; and whoever succeeds in getting hold of it takes him to the lodging-house in the interest of which he is acting. These runners are for the most part lodging-house keepers, but their profit is derived not so much from the lodgings—for which a very reasonable price seems charged, namely, fourpence per night for a bed, with the use of a fire for cooking—as from the percentage claimed by the runner

from the passenger-broker and the various tradesmen to whom he takes the emigrant. Accordingly the emigrant is victimised every way. The runner persuades him that it is necessary to lay in a stock of provisions for the voyage, and he is taken to shops where he is made to purchase provisions, utensils, and other articles generally unnecessary, and frequently of inferior quality, under pretence that he will not be received on board ship without them. For all these things he is made to pay an extortionate price, part of which of course goes into the runner's pocket. Then, if the emigrant is going to America, the runner persuades him that it is necessary to change for dollars any English money that he may have, on the pretence that it will not pass in that country. "If the dollar," says Mr. Tapscott, "is given at 4s. 6d., which is the usual price, the emigrant is not so badly off, though the money-changer makes a good profit, and the runner gets a percentage of five per cent. on the transaction; but the emigrant is often given some other foreign coin instead of dollars, and which does not come up to the value of the dollars by twenty per cent., and is of course of a description less serviceable in America than English coin." Other frauds are practised in this exchange, which is known by the name of "dollaring," such as giving American gold, but in less than equivalent quantity by twenty per cent. One case was stated in evidence where, in exchange for his gold, the emigrant was given what are commonly called Californian pieces, not worth as many farthings. These runners, being most of them lodging-house keepers, often continue to keep the emigrant till the vessel in which he or she had secured a berth has sailed. In Liverpool this system of fraud and imposition has attained a gigantic height, and defies the utmost efforts of the law to put it down, and already begins to tell with terrible effect upon the morals of the town. "Mothers," says the *Liverpool Albion*, "with their helpless offsprings come here to avail themselves of those facilities which Liverpool affords to emigrants, but instead of obtaining that protection and sympathy which their helpless condition demands, they are frequently robbed of that portion of the hard earnings which their husbands transmitted for the purpose of bringing them out to their new homes." Worse remains to be told. "Those," continues the paper we have already referred to, "who have inquired into the awful prevalence of prostitution in this town, with a view to its prevention, are aware that a very large proportion of these unfortunate women come here with unspotted character and innocent hearts, and having been deprived of their little savings by the cruel system referred to, they were driven to a life of infamy by the demands of hunger." Against these dangers the emigrant might be guarded by the establishment of emigrant homes. There are two existing at this time in Liverpool. The first is that of Mr. Sabell, a German merchant, which can contain 300, where the charge is a shilling per night for food and bed. Another, but more recent one, is that of Mr. Marshall, which is licensed to receive 650 persons, and where the charge is fourpence per night for a bed, with the use of a fire for cooking, and other conveniences. Then there are dangers to which the emigrant is exposed while on the passage, from evasions of the Passenger Act, but these generally he submits to, rather than complain to the govern

ment agent and be liable to the inconveniences which would arise from his being a party to legal proceedings. In New York the runners even are worse than at Liverpool. They board the ship directly it arrives, and seize hold of everything they can. There is a Protective Society under the supervision of respectable people at New York, of which Mr. Webb is the secretary, the aim of which is to give information as to respectable forwarders, boarding-houses, and so on, and to obtain situations for such passengers as remain in New York. But passengers seldom ever find their way to this office. The runners prevent it. They prefer to plunder the hapless passenger in the same way as their brethren at Liverpool. The Americans, however, have become ashamed of this state of things, and are making some efforts to reform it. We learn from the *New York Herald*, of March 10, 1852, that a bill has been read a second time in the legislature, entitled, "An act to amend an act concerning passengers in vessels coming to the city of New York, passed May 5, 1847." The principal provisions of the bill are as follows:—

"Five commissioners shall be elected by the people for five years—one of them to go out each year, and a new one to be elected in his stead; a salary to be paid them out of the emigrant fund—the amount to be determined by the common council of the city of New York. No person engaged in the business of conveying emigrant passengers, or shipping them to this country, or who is concerned therein, either as shipowner, agent, or consignee, shall hereafter become a commissioner of emigration."

Each commissioner is to take an oath of office, and to give security in the penal sum of 5,000 dols. for the faithful performance of his duty. The general agent, stewards, or other persons having funds in their hands, in behalf of the commissioners, shall give bonds for the faithful care of all such funds. The proprietors and agents of all steamboats, canal boats, and railroad companies, engaged in the conveying of emigrants and their baggage, shall file a list of prices in the office of the Commissioners of Emigration, before the 1st of May each year, which shall not be altered to a higher rate except upon ten days' notice—a violation of this provision subjecting the guilty parties to a fine of 100 dols.; and any person asking or receiving from an emigrant passenger or his baggage a larger amount, shall be subject to imprisonment from one to two months, and pay a fine of 100 dols. The luggage to be weighed by scales and weights made conformable to the standard of the state, and a certificate for the same, under penalty of 100 dols.; and any person who shall ask or receive money for the transportation of such baggage, shall be imprisoned from two to three months. These precautions against fraud are sadly needed. One of the best provisions of the bill is the following:—

"Every ticket for the conveyance of an emigrant passenger shall have printed or written on its face the place to which such passenger is entitled to be conveyed by virtue thereof, the price paid by him or her for such ticket, the number of pounds of luggage allowed to be carried free of charge, the amount paid for such passenger's luggage, the names of the party or company issuing the ticket, and his or their place of business, and whether the ticket entitles such passenger to be conveyed by steamboat, railroad, or canal boat, specifying the same. Any person selling a ticket contrary to the provisions of this section shall be subject to a fine not exceeding fifty dollars."

This is a most important section, if it is only carried out. The laws hitherto passed to prevent frauds have been almost a dead letter, because not put into execution by the authorities. It is to be hoped a better fate awaits this measure, should it become a law of the state.

The testimony of any witness, to prove a violation of this act, may be taken in writing—if such witness is about to depart from the state—and may be used before a grand jury, or on the trial of the accused. This provision is very necessary, as many of the offenders against the emigrant laws have hitherto escaped “unwhipt of justice,” because the poor defrauded emigrants could not wait to prosecute them. It will be the duty of the commissioners to sue the violators of the law, and to see that it is enforced.

Such are the remedies proposed in this bill, to which some others might be added, equally needed, particularly in reference to contracts and emigrant boarding houses; but even if these be adopted and faithfully executed, by the new commissioners of emigration and the officers of the law, the emigrants will have reason to feel thankful, and the whole community will rejoice. The present *régime* is utterly inefficient and corrupt, and ought to be speedily abolished whatever may be the result.

Perhaps no man is so helpless as an emigrant of the lower orders. He knows nothing of what he wants or of what is expected from him. Every one he meets with is a foe. He is met on the steam-ships and the railways as he approaches Liverpool by agents of the parties who are waiting to victimise him; and very often there accompanies him across the Atlantic an American agent, who becomes a passenger merely that he may victimise such poor creatures as may be worth powder and shot. But we need not extend our remarks. We have dwelt sufficiently upon the evils which beset the emigrant. We hope in his case to be fore-warned will be to be fore-armed.

III. *The class who ought to emigrate.*

This is a matter that requires consideration. The man who has a little capital, and a large family that he cannot bring up comfortably at home, with industry and prudence, if he emigrate, will do well. He has money in his purse, and it is his own fault if he take any harm. With another and a larger class of emigrants the case is not quite so clear. The skilled workman, if he be a first-rate hand, will be sure to get on in the United States, but in Australia he would find nothing for him but the drudgery of keeping sheep; he is better off at home than there; and if he be but a mediocre workman, he is better off at home, after all, than he would be in the United States. If, however, our skilled workmen will emigrate, America is the place for them; there in time they will be sure to find work and bread. Our colonies are less civilised, and need a different order of men. There the city population is small. Men are wanted there to keep sheep, and make themselves generally useful; our agricultural labourers will do better there than at home; young men who are handy, who have plenty of bodily agility, who have pushing habits, and pluck also, must get on in the colonies: at any rate, it is their own fault if they do not; in short, the people who will get on in the colonies are just the men we don't like to lose at home: but if they go

they will win for themselves an independence and a rank they never can achieve here. One class of men will not do for our colonies; the men who have no self-control. Here they may be kept in some order, there they cannot. Our colonies are not only a field of enterprise for adventurers, whether they be the sober and industrious seeking a legitimate and ample scope for their energies and their hopes, or for the reckless and desperate throwing the dice for their last chance, but also the retreat of the prodigal and the profligate, where they may pursue their vicious career unknown and unobstructed. In addition to this there is in our penal colonies the infection diffused by the ship loads of moral feculence which are landed from the ships that convey thither our convicts. In these situations men viciously disposed will have every opportunity of gratifying their animal appetites unregarded and unrestrained by those of whom they stand in awe at home. If the emigrant's moral character be gone, he cannot prosper in the colonies; his career will be a downward one; he will become the victim of intemperance and vice. The emigrant should well consider before he goes out whether he will do for the character. If not, he may blast his prospects for life. In 1826 and 1829, Australia and the Swan River Settlements were all the rage, and many were the persons who went out there and became ruined; then there came the Canada mania, when the middle classes left England in shoals to find, too late, they were the victims of a disappointed expectation. The fault, however, principally was in the character of the emigrants themselves. A large majority of the better class were officers of the army and navy—a class perfectly unfitted by their previous habits and education for contending with the stern realities of emigrant life. The emigrant should be an active, steady, able-bodied, persevering man, a man ready to turn his hand to anything; not a broken down tradesman, nor a pauper gentleman, but a man who is determined to go a-head, and who knows how to do it. If such be not his character, emigration will do but little for him. The emigrant, as our readers are aware, does not necessarily become rich: he may be as poor in the colonies as at home.

IV. *We would conclude with a few words of advice to emigrants.*

Emigrants must make up their minds to hardships unknown at home. An emigrant cannot choose his own abode, but may be removed far from his fellows, and have to build his own house, mend his own clothes, be his own housemaid and cook. The emigrant must guard against a reckless spirit of speculation. Let him be in no haste to be rich. If he be industrious, the reward will come in time. He must guard against a want of principle. In the new world as well as the old, he may depend upon it honesty is the best policy. One other thing we must not omit here. He must be very cautious about choosing his companions. Let him remember how many are designing, unprincipled men; how many have been compelled to expatriate themselves. He should never make a confidant of a man till he be found worthy of confidence. Men prowling about seeking whom they may devour, are found everywhere, but more especially do they abound in the colonies; and there more especially the emigrant, unprotected and alone, a stranger in a strange land, is in danger of becoming their prey.

FIELDS OF EMIGRATION.

THE first matter of importance to an intending emigrant is the selection of a colony. There is abundant scope for selection. The British colonies and dependencies are widely scattered over every part of the globe. There are Canada and the British possessions in America, the United States of America, the different colonies on the mainland of Australia, and Van Diemen's Land and New Zealand. There are others, such as the Cape of Good Hope, the British West Indies, and Ceylon, all of which are open to settlers. There is every variety of climate and soil. There is cold weather in North America, and hot on the coast of Africa and Ceylon. A temperate region will be found in the Australian colonies. In selecting out of the number, many circumstances will have to be taken into account: the distance, the facilities of getting there, the intended pursuit or occupation, and the amount of means in possession of the individual. Some would like the adventurous life of the pioneer; others would shrink from its toils and its trials. In deciding upon a colony as much care is required as in first determining to emigrate. The emigrant must make himself acquainted with the present appliances of the colony that seems the most inviting to his future labours. He must not see what it was at some time of which he may read, but what it is now; and not what it is in books, but its actual state, prospects, and condition. The timid, the discontented, the idler, and the drunkard may as well stay at home. We know of no place where such can find a paradise.

There are many places open to consideration. The most eligible are:—1. Canada and the South American Colonies. 2. The United States. 3. The Cape of Good Hope and Natal. 4. New Zealand. 5. New South Wales. 6. Van Diemen's Land. 7. South Australia. 8. Australia Felix. 9. Western Australia.

THE BRITISH AMERICAN PROVINCES.

East Canada, West Canada, New Brunswick, Prince Edward's Island, Nova Scotia, with Cape Breton, Newfoundland, Honduras.

These are the newest of our possessions, and extend from the Atlantic to the Pacific Ocean. A very small portion of them are settled. They are divided into several provinces. The extremes of heat and cold are felt in excess. The greatest heat in summer is from 96 deg. to 102 deg. Fahrenheit, in the shade. The usual summer heat is about 80 deg. or 82 deg. In winter the thermometer is sometimes 60 deg. of Fahrenheit below the freezing point. The medium temperature of winter is, in general, from 20 deg. to 25 deg. below zero. The pure atmosphere and cloudless sky which always accompany this intense frost make it both pleasant and healthy. The spring, summer, and autumn are comprehended from May to September; the rest of the year winter. In October frost begins to be felt. In November the frost increases in vigour, until the face of the country is covered with snow. This weather continues till the middle or latter end of December. An intense frost then succeeds; the sky becomes serene, pure, and frosty; and this cold, clear weather generally lasts till May. During this frozen period sledges are used. In December the smaller streams are frozen, and towards the close of the month the river from Quebec to Kingston is wholly frozen over. When the river is frozen over it affords an easy and cheap means of transport for firewood and other produce. The snow begins to melt in April, and disappears by the end of the third week. In Western or Upper Canada the winters are much shorter than in Lower Canada, and the cold is not so intense. The spring opens, and the labours of the farmers commence six weeks or two months earlier than in the neighbourhood of Quebec. The climate is not liable to the same extremes of either heat or cold, and the weather in autumn is usually favourable for securing all the late crops.

Accounts from this colony are not very encouraging. It appears by information received from Mr. Buchanan, the chief Emigration Agent at Quebec, that the demand for labour in Canada continues to be limited. A general depression of the trading interests, together with the discontinuance of the expenditure maintained for some years past in the construction of public works, has thrown out of employment many artisans and mechanics, and a still larger number of common labourers. Some of

those classes have turned to other means of living, or have sought employment elsewhere. But it may perhaps be some time before the extensive field for labour which has hitherto existed in Canada, becomes re-opened. The agricultural interests, however, are in the meantime in a healthy state, and the settlement and improvement of land, encouraged by fair prices for most kinds of produce, continue to be carried on extensively. This rumour, however, is contradicted by the *Montreal Witness* of the present year, which says:—"We hear serious complaints among contractors and others, of the scarcity of mechanics and labouring men in Canada, and yet it is not at all wonderful that such labour should be scarce. The temptations to settle upon land are so great, that whenever the least slackness occurs, mechanics and labourers readily leave their calling never to return to it; so that we would need a continual stream of emigration to keep up the supply of skilled and unskilled labour, even under ordinary circumstances. But when, in addition to this general cause, it is remembered that the construction of Canadian railways is only begun, and that next year will see, not merely present lines extended, but some of the most gigantic lines in the world commenced, there is no wonder that contractors are bewildered to know where the labour is to come from. The Montreal and New York line is to be commenced from Caughnawaga to Whitehall. The St. Lawrence and Atlantic is to be completed from Melbourne to Gorham. The Quebec and Richmond is to be urged forward with all speed, and the same is the case with respect to the Bytown and Prescott. Then in the Western part of the province, there are the Toronto and Huron, and the Great Western from its three eastern termini, Toronto, Hamilton, and Buffalo, to Windsor, opposite Detroit, all commenced and requiring as speedy completion as possible. These, we believe, are certain, and they are more than enough to insure constant employment and high wages to all the kinds of mechanics and labourers employed about railways; but as if these were not enough for one season, it is seriously affirmed that the Quebec and Halifax line, the longest, perhaps, in the world, is to be commenced this year. These considerations combined, render it certain that great demand for labour and high wages will prevail; not only through 1852, but for several years in Canada; and it is to be remembered that no country offers more easy or favourable investment in lands for those who save a portion of their gains."

A recent writer says:—"Much inconvenience to individuals has been the consequence of the indiscriminate information circulated with respect to the demand and remuneration for different kinds of labour in Canada. Persons frequently arrive in the colony buoyed with high hopes of their services being in great request at certain high rates, which they found invariably quoted in the emigration guide books they had read. Did they know that in most instances this sort of information has been handed down in stereotype from one writer to another, year after year, while the state of things within the colony all the while continued more or less changing, much less dependence would of course be placed upon it; and they would not, on arriving in the colony, refuse, in their false expectations, the offer of moderate wages, and have painfully to experience this error when both their patience and means for further travelling are exhausted. Another prevalent mistake is, that inferior description of tradesmen suit, and find employment almost as well as the best, in Canada—the colony, as individuals reason, being young, and therefore in a comparatively rude state, good workmanship is not in request. This may apply to small villages or country settlements; but the case in regard to the towns is for the most part quite the reverse. In the principal towns of Canada, labour being usually well remunerated, the workmanship required is not inferior to that in the best towns of Britain. Inferior hands experience difficulty in getting employment, while superior tradesmen in most branches are highly prized. Certain trades, again, it would be well for many would they reflect, have little or no encouragement at all in Canada—such as those engaged in the finer descriptions of manufactures which the colony imports from Britain or the United States. Others must also take into account how the seasons may affect their particular branch, as the long frost in winter materially lessens the wages of the plasterer, bricklayer, and stone-mason on the average of the year. And again, the rates of the generality of trades vary in different parts of the country, and in the same parts at particular periods. With regard to the hours of labour, it may be stated, generally, that they are somewhat longer, and the application is closer, than in Britain. Tradesmen who have been long in any part of North America usually get accustomed to put work more speedily through their hands, and are generally more inventive in the variety of their modes of doing work, than 'old country' tradesmen. Minute periodical statistics from the several districts or counties, specifying, for instance, the numbers engaged in the various trades, with the rates of wages, and remarks regarding the probable demand, would be of great benefit as a guidance to the home population, as well as to the general interests of the colony. The respective counties might,

assisted by the provincial government, collect and publish this information as part of a yearly census; and the parent government might superintend its cheap periodical distribution at home. From personal observation and inquiries in Western Canada, a few particulars regarding several of the trades are here subjoined. The rates given are for hands with some experience of the work of the country; newly-arrived emigrants may expect to receive, in most cases, rates not quite so high. House carpenters and joiners do well, and get from 4s. to 5s. a day: wages of bricklayers, from 5s. to 6s. a day, and there is not much demand for them. Stone masons are very little required. Painters, plasterers, and blacksmiths do well. There is not much room for carriage-makers, wheel-wrights. Tinmiths and bakers, or printers, and shoemakers and tailors are required. The latter, however, must be first-rate, or they are not wanted.

1. Lower Canada, north of the river St. Lawrence. Lower Canada contains about 750,000 inhabitants, of which 500,000 are of French, the remainder chiefly of British, origin. The land in the vicinity of the St. Lawrence is reported to be among the richest in the world, but suffering from faulty and bad cultivation. There is a considerable emigration of whole families and clusters from central Europe to the British colonies in North America, and they appear to be well fitted by previous habit for the enterprise, and consequently succeed very well. Of course those who will do the best there are those who would do the best here, had they the opportunity. The idle and thriftless do well nowhere. The French language is spoken, and the laws resemble those of France. The prevailing religion is the Roman Catholic. It is a fertile country. The scenery is much diversified, and very magnificent, embracing mountains and plains.

2. Upper Canada, north of the great lakes of Ontario, Erie, Huron, and Superior. The inhabitants are of British descent, and the English church and laws are here established. The land is densely wooded, covered with most gigantic forest trees, so that the axe has to precede the plough. When thoroughly cleared it is very fertile. In winter there is much snow and ice, but the air is pure. It has a shorter winter than Lower Canada, and spring comes on very rapidly. Food is plentiful, and employment easily found. Wages are good. Hardy, industrious, and sober persons, usually do well. It is considered a fine field for immigration, being, however, a great distance from the St. Lawrence. Both Lower and Upper Canada are under one government. The capital is Toronto. The climate of Canada presents the opposite extremes of heat and cold, and the transitions are very sudden. It is, however, healthy. The most unhealthy situations are those on the banks of rivers, the prevailing maladies being fever and ague. Temperate habits, with ordinary precautions, will generally avert it. The expense of clearing waste land in Canada West, is stated at about £3 per acre; the expense is, however, greater in the remote and unsettled districts, in consequence of the difficulty of procuring labourers. The only charge on land is a tax which seldom exceeds 1d. per acre on cultivated lands, and three-eighths of a penny currency on wild lands. The expense of clearing in Canada East amounts to about £2 sterling, varying, however, with the nature of the soil and the quality of the wood. The only local charge is that of making roads and bridges.

The country which lies between the two lakes of Ontario and Erie, and which extends round the western extremity of Lake Ontario to the Bay of Quinte, comprehending the Newcastle, the Howe, and the Niagara districts, is watered by a number of large and small streams. The land throughout is uncommonly rich and fertile, and contains a number of flourishing settlements. A road leads from Toronto, near the western extremity of Lake Ontario, to St. Simcoe, a lake which is forty miles long and twelve broad. The remaining part of the tract which extends along the northern shores of Lake Erie, from the river Ouse to the lake and river of St. Clair, is an uninterrupted level, abounding in advantageous situations for settlements, and those portions which are already occupied and under tillage, equal to any part of either province, in the plentiful crops and thriving farms with which they abound. The portion of the country which lies between Lake Erie and Lake St. Clair is perhaps the most delightful in the whole province.

One of the principal places in the North American province is—

3. New Brunswick, south of the St. Lawrence. It has a population of 200,000 souls, 16,500,000 acres of area, 11,000,000 of which are arable. It is capable, according to some computations, of supporting 3,000,000 inhabitants. It is a fine country, covered with dense forests, and offers many advantages to the emigrant. Its soil is fertile. It possesses many rivers and streams. In a report from a committee of the executive council in New Brunswick, dated the 3rd of January, 1849, it was stated that no part of the United States, and no colony of the British empire can excel New Brunswick in salubrity. Epidemics are little known; and fever and ague are strangers in the

province. The natural products are valuable and numerous. Wild animals are plentiful, and the rivers and lakes abound in fish. It is progressing rapidly. Frederickton is the metropolis of the colony. It appears that the number of emigrants who landed at that port in 1847 was 15,000, but that the number of able-bodied labourers was unusually small. The upset price of unreclaimed land is 2s. 8d. per acre; 50 acres is the smallest quantity sold. While, therefore, the city was crowded with emigrants, and others daily arriving, the rate of wages for good labourers steadily advanced, and was as high as it had ever been before. Mr. Perley adds, that labour throughout New Brunswick, such as the business of the country requires, is both scarce and dear, and that 1,000 good and healthy labourers (with their families, equal to 5,000 souls) would find employment in various parts of the province during the season of 1848 at fair wages.

The following caution against proceeding to New Brunswick, &c., *via* Quebec, is given in the *Colonisation Circular*:—Emigrants whose destination may be New Brunswick, Prince Edward's Island, or Nova Scotia, are particularly cautioned against taking passage to Quebec, as there are no regular means of conveyance from that port to any of the lower provinces. The charge of passage, by occasional trading schooners, is: To Miramichi, New Brunswick, 15s.; to Prince Edward's Island, 20s.; to Halifax, Nova Scotia, 25s. each adult, without provisions. Length of passage, from 10 to 20 days. The route to St. John, New Brunswick, is much more difficult, as vessels seldom leave Quebec direct for that port, and the general mode of conveyance is by schooner to Miramichi, and thence by land. Several weeks may elapse without a vessel offering for any of these ports. The emigration agent stated, in a letter dated 10th March, 1851, that the demand for unskilled labour was on the increase, and that a moderate number of ordinary labourers and farm servants might find employment at fair wages.

The mode of sale in this province is by auction. Twenty per cent. discount is allowed for immediate payment. The average cost of cutting and clearing off the trees, leaving the stumps standing, is from £3 to £4 currency (£2 14s., to £3 12s. sterling) per acre. There are no charges, except for surveying the land, the usual charge for which is 3d. per acre.

4. Nova Scotia and Cape Breton are under the same government. They are within fourteen miles of New Brunswick. Both islands partake of the same character. The former is nearer to England than any of the North American possessions. It is celebrated for its trade in timber, and affords employment for good axe-men. It has also a trade in fish. The land is not fertile. The climate of this colony is much milder in winter than in either of the divisions of Canada; and in summer the heat is not so great, but the weather is said to be more changeable and more inclined to fog than in Canada. It is not a very promising field for emigration; but, in the *Colonisation Circular* for July, 1851, we find it stated that there is little demand for additional labour in Nova Scotia, though sober, steady, and industrious men may usually find employment.

The following regulation applies to New Brunswick and to Nova Scotia:—By recent acts of the colonial legislature, to be in force for a limited period, a tax of 1s. is levied for each emigrant in ships reported by the master to the colonial authorities on arrival between the 1st of April and 1st of September in any year. If the report of arrival be made between the 1st of September and the 1st of October the tax is increased to 16s. a head, and if between the 1st of October and the 1st of the ensuing April, to 20s. An additional rate is charged, as in the case of Canada, for emigrants on board ships placed in quarantine, except for purposes of cleaning or observation; this rate is 6s. a head; and if the ship be detained in quarantine more than ten days a further sum of 5s. Woodland can be cleared for from £3 to £4 per acre. There is a moderate provincial tax upon all real and personal estate, the proceeds of which are applied towards county expenses, and the support of paupers.

5. Prince Edward's Island is situated in the Gulf of St. Lawrence. The land is very fertile, yielding abundant crops of wheat. The ground is covered with snow in the winter, but the cold is never intense, and the air always pure. The spring comes in very suddenly, and the winter is very long. The demand for labour is very small. The colonial tax on emigrants in Prince Edward's Island, according to the latest information, is two dollars, or 10s. currency (equal to about 8s. 4d. sterling), on each adult coming from the United Kingdom, reckoning every person above fourteen, and two children between seven and fourteen, and three children under seven years of age, as adult. No charge is made on children under one year of age. The tax is doubled if the emigrants arrive after the 1st of September, and trebled if after the 1st of October. The act to be in force for two years. In each of the colonies the tax is made payable by the master of the ship. The clearing expenses vary from £2 to £4

per acre, according to the growth of the wood upon the land. The only charges are those made from time to time by local assessment. There is a tax imposed by the local legislature of 6s. currency on every acre of wilderness land, and 2s. 6d. currency on every 100 acres of improved land in the possession of individuals. This tax in 1848 amounted to about £2,100 currency.

There is no material difference in the average rate of wages in Nova Scotia, Prince Edward's Island, New Brunswick, or Upper and Lower Canada. In general the rate may be stated as a little higher in Nova Scotia than in New Brunswick. Mechanics' board and lodging from 8s. to 12s. per week.

6. Newfoundland lies to the north of these colonies, and is celebrated for its cod fish. The climate is healthy, but cold, except in the short summer. The whole of these colonies are cold, and require persons of active habits and robust constitutions. Canada generally possesses a most fertile soil, but has very indifferent roads, and labours under the drawback of a long and severe winter, and as a consequence is slow in improving. North and west of Canada the territory of the Hudson's Bay Company is found. On the shores of the Pacific the Columbia Settlement is situated; but no one will be found hardy enough to cross the Rocky Mountains to get there. On the west coast of America there is Vancouver's Island. The land is fertile, and has been discovered to contain rich mines of coal. (*See Table, pages 16 and 17*).

The colonies in British North America are more accessible to Great Britain than any other of our colonies. Halifax may be reached in ten days from Liverpool. The American liners from Liverpool and London to New York, Philadelphia, Boston, Halifax, and Quebec are of the very finest description. The cabin fare varies from £18 to £30, including provisions. The distance is about 3,600 miles. To New Orleans it is £4,300. The average passage is about thirty-five days. In the report of the government commission it is stated that the average passage to Quebec is fifty-six days; to Prince Edward's Island forty days; Nova Scotia thirty-eight days. June or July is the best time for sailing, as good weather may usually be calculated upon. The quickest passages are made in April or May. The best time to arrive is early in May, so as to be able to take advantage of the spring and summer work, and to get settled before the winter sets in. Provisions are required to be laid in for seventy days. Emigrants to New Brunswick, Prince Edward's Island, or Nova Scotia, should not proceed thither by way of Quebec.

ROUTE FOR EMIGRANTS TO CANADA.

Emigrants intending to settle in Canada will find it in all respects more advantageous to proceed by Quebec. As there is some competition among the steamboat companies at Quebec and the forwarding companies at Montreal, emigrants should exercise a little caution before agreeing for their passage, and they should avoid those persons who crowd on board ships and steamboats offering their services to get passages, &c. Emigrants destined for Upper Canada are advised not to pause at Quebec or Montreal, but to proceed at once on their journey. If, however, they require advice or direction, they should apply only to the government agents, who will furnish gratuitously all requisite information. A list of them is given in another part of our publication.

Steamers leave Quebec for Montreal every afternoon at five o'clock (Sunday's excepted), calling at Three Rivers, Port St. Francis, and Sorel, and arrive early the next morning. On reaching Montreal, emigrants proceeding further west should go at once to the emigrants' sheds, at the entrance of Lachine Canal, where shelter and medical advice if required may be obtained gratis. The Royal Mail steamers leave the Lower Canal Basin every day at half-past ten o'clock for Kingston, calling at the intermediate places on the route, and completing the passage in about twenty-six hours. The mail steamers leave Kingston every morning after the arrival of the boats from Montreal, calling at Coburg, Port Hope, Toronto, Hamilton, Niagara, and Queenstown. The steerage passage by this line of steamers, from Quebec to Hamilton, a distance of 580 miles, is 21s. 6d. currency, or 17s. 2d. sterling; time, three days.

Steamers and screw-propellers leave Montreal every afternoon for Toronto and Hamilton, and all the intermediate landing-places; passage from Montreal to Toronto or Hamilton 16s. currency, or 12s. sterling, each adult; and occasionally during the summer of 1848 this class of steamers was running direct between Quebec and Hamilton. They are longer on the route than the mail steamers, but emigrants are carried much cheaper, and they avoid all the expense of transshipment.

Steamers also proceed direct from Quebec, and goods and passengers are now conveyed in them from the ship's side at Quebec without transshipment, through the St. Lawrence and Welland ship canals, to any of the ports on Lakes Ontario, Erie, Huron, or Michigan. The navigation thus opened from Quebec to Chicago, on Lake Michigan, in the State of Illinois, is about 1,600 miles, and the time occupied in the

**COST OF PASSAGE IN PRIVATE SHIPS FROM SOME OF THE PRINCIPAL PORTS IN THE UNITED KINGDOM TO THE
BRITISH COLONIES AND THE UNITED STATES.**

COLONIES AND PORTS.	CABIN.		INTERMEDIATE.		STEREAGE.	
	Cost, including Provisions.		Cost, without Provisions.		Cost, with full allowance of Provisions.	
	From	To	From	To	From	To
Quebec	£12	£20	£—	£—	£5	£3 5s.
	12	16	—	—	3 10s.	—
	15	18	—	—	5	3 10s.
	10	12	—	—	4	4 10s.
	10	12	—	—	—	—
	10	12	3 15s.	4 5s.	—	—
	7	8	4	—	—	—
	10	12	—	—	4 10s.	5
	10	12	—	—	3	3 10s.
	12 12s.	—	—	—	5	6
New Brunswick	15	20	6	—	3 10s.	7
	12	16	—	—	—	—
	15	18	—	—	4	4 10s.
	10	12	—	—	—	—
	10	12	3 15s.	4 5s.	3 17s.	4 7s.
	10	12	—	—	6	7
	15	20	—	—	3 10s.	4 7s.
	10	12	—	—	3 17s.	4 7s.
	10	12	—	—	3 10s.	4 10s.
	15 15s.	20	—	—	6	—
Halifax	12	15	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	10	12	—	—	—	—
New York	12	15	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	12	15	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	12	15	—	—	—	—
	10	12	—	—	—	—
	15	20	—	—	—	—
	12	15	—	—	—	—
West Indies	12	14	—	—	—	—
	25	40	—	—	—	—
	30	35	—	—	—	—
	20	25	—	—	—	—
	12	12	—	—	—	—
	40	60	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
Falkland Islands, ...	20	25	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
	—	—	—	—	—	—
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**COST OF PASSAGE IN PRIVATE SHIPS FROM SOME OF THE PRINCIPAL PORTS IN THE UNITED KINGDOM TO THE
BRITISH COLONIES AND THE UNITED STATES—(continued).**

COST OF PASSAGE.

17

COLONIES AND PORTS.	CABIN.		INTERMEDIATE.				STORAGE.	
	Cost, including Provisions.		Cost, with Provisions.		Cost, without Provisions.		Cost, with full allowance of Provisions.	
	From	To	From	To	From	To	From	To
Cape of Good Hope and Natal	£22 10s.	£50	£20	£25	£12	15	£—	£—
{ Liverpool	35	40	25	—	—	15	—	—
{ Ports in the Clyde..	25	30	15	—	—	20	10	—
Mauritius	—	—	—	—	—	18	—	—
{ Liverpool	55	65	—	—	—	—	—	—
{ London	75	100	—	—	—	20	—	—
Ceylon	—	—	—	—	—	30	—	—
{ Liverpool	60	70	52 10s.	—	25	—	—	—
{ London	80	100	—	—	—	—	—	—
Hong Kong	60	80	—	—	—	—	—	—
{ Liverpool	45*	60	21	35	15	20	—	—
{ London	65	80	—	—	—	—	—	—
Sydney	45	—	15	—	10	—	—	—
{ Liverpool	40	60	20	25	—	—	13	15
{ Ports in the Clyde..	42*	60	—	—	—	—	—	—
{ London	65	80	21	35	15	20	—	—
Port Philip	—	—	15	—	10	—	—	—
{ Liverpool	45	—	20	25	—	—	—	—
{ Ports in the Clyde..	40	60	35	40	20	—	13	15
{ London	65	90	15	—	10	—	—	—
Van Diemen's Land..	45	—	20	25	10	—	—	—
{ Liverpool	40	60	30	40	18	20	13	15
{ Ports in the Clyde..	42*	60	21	35	15	—	—	—
{ London	65	80	—	—	—	—	—	—
Western Australia ..	45	—	15	—	10	—	—	—
{ Liverpool	40	60	20	25	—	—	—	—
{ Ports in the Clyde..	42*	60	30	40	15	20	—	—
{ London	65	80	21	35	10	—	—	—
South Australia	45	—	15	—	10	—	—	—
{ Liverpool	40	60	20	25	—	—	13	15
{ Ports in the Clyde..	60	80	26	—	—	—	—	—
{ London	50	70	35	—	—	—	18	20
New Zealand	—	—	—	—	—	—	—	—

* These are the prices when the passengers are victualled according to the ordinary diet scale of the ship.

Charges for Children.—The general practice in charging for children is to compute them according to the Passengers' Act, viz., children from 1 to 14 years of age, half the price of adults; under one year, no charge; but there are exceptions to this rule.

transit would be about ten days. The expense during the season of 1849 from Quebec to Cleveland in Ohio, is stated to have been about six dollars, or 24s. sterling, per adult, and it is anticipated that even this charge will be hereafter reduced. The steamers touch at the ports of Cleveland, Sandusky (whence there is a railroad to Cincinnati), and Toledo, in Ohio district, in Michigan, and Mitwankie, in Wisconsin. The entire length of the Welland and St. Lawrence canals is 66 miles.

The dimensions of the lock on the former are 50 feet long by 26 wide, and on the latter 200 feet by 45. They are, therefore, capable of admitting vessels from 300 to 400 tons burden, carrying from 4,000 to 5,000 barrels of flour. The length of the Erie Canal, in the State of New York, is 363 miles, with a lockage of 688 feet. It is navigable by vessels carrying from 600 to 700 barrels of flour. There are 84 locks, each 90 feet long by 15 feet wide, with a draught of 4 feet water. From Quebec to Cleveland the expense is supposed to be less than from New York to Cleveland, as on the latter route there are at least two transshipments, and the time required for the journey is a week longer.

TABLE OF DISTANCES, FARES, AND OTHER PARTICULARS FROM QUEBEC TO HAMILTON.

Usual Route for Emigrants:	Distance.	Fare per Adult.	Charge for Baggage.	Time on Journey.
	Miles.	Currency.		
From Quebec to Montreal, calling at Three Rivers, about 81 miles; Port St. Francis, 99 miles, and Srel, 135	180	3s. 9d.	No Charge.	About 14 hours.
From Montreal to Kingston, via St. Lawrence	180	7s. 6d.	2s. 6d per cwt.	About 2 days.
From Kingston to any port on the Bay of Quinte.....	35 to 70	3s. 6d.	..	..
From Kingston to Coburg, or Port Hope....	90	7s. 6d.	..	About 9 hours.
From Kingston to Toronto	180	10s.	..	About 18 hours.
From Kingston to Hamilton	220	12s. 6d.	..	About 22 hours.
Total from Quebec to Hamilton	580	23s. 6d.	..	About 4 days.

HINTS TO EMIGRANTS TO THE NORTH AMERICAN PROVINCES.

1. *Caution to keep contract tickets.*—Emigrants ought to keep their contract tickets, as otherwise, in the event of the ship's being prevented by any accident from reaching her destination, or of the passengers, for any other reason, not being landed at the place named in the tickets, they may have a difficulty in obtaining a return of the passage-money, to which in that case they would by law be entitled. 2. *Caution to provide means for subsistence and transport after arrival.*—Many emigrants having latterly been found to rely on public funds for their assistance in the colonies, they are hereby warned that they have no claim of right on such fund, and that they should provide themselves with sufficient means of their own for their subsistence and conveyance into the interior from the part where they land. 3. *Tools.*—It is not generally considered desirable that agricultural labourers should take out implements of husbandry, as these can be easily procured in the colonies; but artisans are recommended to take such tools as they may possess if they are not very bulky. *Maintenance on arrival, &c.*—Passengers are entitled by law to be maintained on board in the same manner as during the passage for forty-eight hours after arrival, unless within that time the ship should quit the port in the prosecution of her voyage. The water of the river St. Lawrence is stated to have a strong tendency to produce bowel complaints in strangers. It should at first, therefore, be drunk as sparingly as possible. Steamers leave Montreal daily for Bytown, through the Rideau Canal, to Kingston. This route is seldom used but by travellers to the Ottawa or Bathurst district. The probable expense of provisions may be taken at 1s. per day.

Emigrants will, on application to the Government agents at Montreal, Kingston,

THE UNITED STATES.

and Toronto, obtain permission to stop in the emigrant sheds, and thus avoid the expense of lodging, which is from 4d. to 6d. per night.

From Kingston to Darlington, Whitby, or Bonu Head, 8s. 9d., Oakville, 12s. 6d. To Niagara or Queenston, 13s. 9d., and to Ports Burwell and Stanley, on Lake Erie, by schooners through the Welland Canal, 7s. 6d. to 10s. Land carriage from 1d. to 2d. per mile. The rates here given are for adults or persons above twelve years; for children between twelve and three years of age, half-price is charged, and children under three years go free. One cwt. of luggage allowed to each passenger.

The Government price of land in Canada is 6s. 7d. per acre. Not less than 100 acres can be sold to one individual. The expense of clearing averages from £3 10s. to £4 10s. per acre. The rent of a cleared farm in good situations is from 10s. to 20s. per acre. In less favourable situations from 5s. to 10s. A log house may be built for from £35 to £60; a good frame house about £90; and barn and stables from £30 to £40. We have been furnished with a statement, from a gentleman in Canada, of the cost of a farm, &c. He went out with little more than £300. After a while he purchased 300 acres of land, 50 of which were cleared. There were a log hut and a good barn on the farm. He made arrangements to pay £100 down, and £50 a year afterwards, paying at the same time 10 per cent. He laid out £15 on a yoke of oxen, £15 on three cows, £5 on ten sheep, £7 on a horse. In a few years his farm was worth £5,000.

We cannot present the intending emigrant with all the information necessary. Advice and information may be obtained on the spot. The respectable agents at Quebec will give all useful information. The emigrant must be careful to avoid the persons who are always on the look-out for the unwary and inexperienced.

THE UNITED STATES.

America is generally spoken of as one country, but it is composed of sections remote from each other, with different climates, and a totally different set of circumstances. The Christian religion is professed, and the English language spoken by all. In all other respects there is great diversity. The divisions are the North Eastern, or New England states, including Pennsylvania; the Southern, or Slave states, including Kentucky and Tennessee; and the new states of the West in progress of settlement.

Between the state of Maine, the farthest north of the Union, and Florida, the farthest south, there is every variety of climate. The New England states and Pennsylvania approach nearest to the climate of Great Britain. The whole Atlantic coast, however, is warmer in summer and colder in winter than the same latitudes in Europe. The air is drier than in this country. The vast territory measures in extreme length from the Pacific Ocean to the Atlantic, 2,780 miles; the greatest breadth is 1,300 miles.

The following "grand totals" show the estimated surface of the territories of the United States, north and west:—

Total surface of old territory east of the Rocky Mountains, in square miles	994,426
Total of acres	668,433,400
Total of new territory west of the Rocky Mountains, in square miles ..	867,741
Total in acres	566,326,240
Texas in square miles	225,560
In acres	208,331,900
Grand total of territories and Texas, in square miles	2,187,480
Grand total in acres	1,399,997,440
Total north of 36 deg. 30 min. in square miles .....	.....
In acres	1,051,381,780
Total south of 36 deg. 30 min. in square miles	1,641,784
In acres	348,615,680

This great continent extends from 54 south latitude to 71 north latitude, and was first discovered by Columbus, in 1492. At the time of the American war the inhabitants of the United States were not more than 3,800,000, of which 680,000 were slaves. The population had increased in 1800 to 5,305,941; 1820 to 7,265,559; 1830 to 12,861,182; 1840 to 18,000,000; 1848 to 25,000,000.

There are now 3,179,000 slaves. During the last fifty years the increase of the slave population has been but trivial; while the white population shows an addition of 650 per cent.

The soil is of every kind, and suitable for the growth of the various plants for which the several districts are adapted. The soil of the Eastern States is, for the most part, light and sandy; as also those portions of the Southern States that approximate the sea. Further, in the interior, however, the soil becomes rich and alluvial, more particularly the Prairie lands which are generally covered with heath, wild grapes, hop vines, &c. The north part of the United States exhibits great excess of climate; New York presents the summer of Rome and the winter of Copenhagen; Quebec, the summer of Paris and the winter of St. Petersburg. The western region enjoys a mild climate. The climate of the several states may be classed as follows:—

HOT.—Georgia, Alabama, South Carolina, Florida, Arkansas, Mississippi, Louisiana.

TEMPERATE.—Ohio, Indiana, Wisconsin, Missouri, Iowa, Pennsylvania, North Carolina, Tennessee, Maryland, Virginia, Delaware, Kentucky, Illinois.

COLD.—New York, Canada, New Brunswick, Nova Scotia, Newfoundland, New Jersey, Maine, Vermont, New Hampshire, Massachusetts, Michigan.

MINERALS FOUND IN AMERICA.—*Iron* in the United States, Nova Scotia, and Canada. *Lead* in New York, Missouri, Illinois, Mexico, Wisconsin, &c. *Gold* in California, Sonora, and Sinaloa in Mexico, in Virginia, North and South Carolina, Tennessee, Georgia, and Hayti in the United States. *Silver* in Mexico and Central America. *Tin* in Mexico. *Mercury* ditto. *Coal* in Pennsylvania, Kentucky, Ohio, Virginia, Illinois, Missouri, Massachusetts, and Rhode Island. *Salt* in New York, Pennsylvania, Virginia, Tennessee, Ohio, Indiana, Illinois, Arkansas, &c.

DISTRICTS FOR EMIGRANTS.—The districts most worthy the consideration of emigrants are—1st, the highlands of Pennsylvania; 2nd, the valley of the Mississippi; and 3rd, the district of Michigan.

The highlands of Pennsylvania are situated to the north-west, between Philadelphia and Pittsburg. They form a fertile and healthy country. Coal, lime, and iron ore are found in great abundance. The land in the valleys and in the lower range of hills is of great fertility. The climate is very mild. The meadows are highly luxuriant, and the hills are fine pasture-land for cattle. The best land is that on which walnut and chestnut timber is found; the next best, maple, beech, oak, and hickory; the third quality, pine, spruce, and a kind of fir-tree, called hemlock. The poorest lands are encumbered with brushwood, shrubs, and bushes. When the land is cultivated it grows Indian corn, wheat, buckwheat, potatoes, &c. It is well adapted for grazing.

Many frauds are practised upon emigrants. The following is extracted from a letter from a gentleman at New York:—

"I wish, through your columns, to give a little further information to the public, in order to call their attention to as infamous a system of extortion and robbery as was ever tolerated in a Christian country.

"There are nearly fifty offices in this city devoted to the forwarding of emigrants to the interior, the united yearly outlays alone of which are nearly £32,000; add to that the enormous incomes some of them realise, and you will have some idea of the extortion the emigrants are subject to, who alone bear their expenses, and furnish them with the munificent salaries they enjoy.

"Some of your readers may doubt the accuracy of this statement; but when they consider the immense wages paid to runners, some officers employing from forty to fifty, at wages varying from £6 to £10 per week, besides the head-money, the wages of clerks, the rent of offices, the hire of steam-boats, the cost of permits, licences (which are £5), advertising, stationery, &c., they will at once perceive that the amount is not over-estimated, but, if anything, rather under the actual amount expended.

"How are these tremendous outlays maintained?—the enormous profits realised? in comparison to which the cent. per cent. profits of the lawyer are as insignificant as the riches of John J. Astor to the untold treasures of the Californian gold mines. They are made from the poor unsuspecting emigrants, strangers to our country, its customs and laws; many of them paying their last cent to join some father, husband, or brother in the Far West, and expecting to reach there in a day, find themselves at Albany, destitute of money and food, with a journey of ten or twelve days before them, of which they were ignorant till then. It will not task the imagination much to conceive the despair and wretchedness of a poor woman, with four or five small children thus situated—all hope at once vanished, and starvation staring her in the face; yet this is a circumstance of frequent occurrence; and I do not envy the feelings of those who, for a few pitiful dollars, thus consign their poor victims to destitution and misery. Bad must be the laws where such iniquity is tolerated, and weak and

criminal indeed must they be whose special province it is to protect and succour those unfortunate wanderers.

"The question now naturally presents itself, how these evils shall be remedied? and as it would be of very little use studying a disease without finding a cure, it is nothing but right that, having specified the evil, I should suggest the remedy.

"I will do so in a few words—*totally abolish all the runners!* and you will then emphatically succour the distressed, and put an end to the just complaints of as great a nuisance as ever existed in the city of New York."

The proper course of the emigrant is, that of great caution.

THE VALLEY OF THE MISSISSIPPI.—The climate of this extensive valley is not unsuited to the European constitution; but in many districts the settlers are very liable to fevers and agues; great care is required. Most of the large towns are in healthy situations. Marshy districts, and situations on the banks of rivers and sluggish streams should be avoided. With this drawback the soil is good, and the climate will improve as the work of cultivation goes on. The principal districts are Ohio, Indiana, and Illinois, to which the tide of emigration has been somewhat setting. To these countries the Americans look forward with great expectations. Cincinnati, Wheeling, Pittsburg, Steubenville, Mariette, and Chillicothe are large and flourishing towns in Ohio.

OHIO

Is well adapted for breeding cattle. There is ample provision for its internal consumption. Immense droves are sent from it to all the markets of the east and south.

The mineral productions which have been discovered in Ohio are bituminous coal, iron, salt, and limestone. The coal is of the best quality, and is found in great abundance.

The land which has been brought into cultivation sells for from £10 to £20 per acre; but that which is not taken up, or, in other words, brought into cultivation, is so inferior to the other, that it would scarcely be worth the trouble of enclosing and tilling, even were it made a present of to settlers.

INDIANA

Is bounded on the north by Michigan, and on the east by Ohio, and contains 36,000 square miles. Its soil is extremely rich and heavily timbered. It abounds in mineral treasures and water power. It is not healthy to new settlers, who are generally attacked with fever and ague.

Mechanics, labourers, and schoolmasters are much wanted in this state. The minerals are chiefly of iron, limestone, and coal. The latter is by no means abundant.

ILLINOIS

Is surrounded by navigable rivers, including the Illinois, which encircles it for 400 miles; the Mississippi also runs along its borders for 700 or 800 miles. There are four or five others. In the northern part lead ore is found in vast quantities. In the Wisconsin territory copper is met with in great abundance. Bituminous coal abounds in the bluffs.

Fruit trees flourish; apples, gooseberries, strawberries, and grapes grow wild; and vegetables of all kinds, as well as tobacco, flax, and cotton, are brought to great perfection.

Indian corn is a staple article, owing to the ease with which it is cultivated; it yields 60 to 100 bushels per acre. Wheat affords an excellent crop. Oats produce from 40 to 50 bushels per acre. Barley yields a fair crop. The castor bean is grown, and quantities of oil are made from it. The soil is so rich, that, though indifferently farmed, it will produce anything in the shape of vegetation in great abundance.

Grist and sawing mills, worked by steam, are in extensive use all over this state. There are also eight or ten cotton mills. All trades are carried on with spirit. Carpenters, wheel-wrights, mill-wrights, blacksmiths, and tanners, are in request.

Schoolmasters and schoolmistresses would here meet with immediate and full employment and a liberal remuneration for their services.

Opportunities of purchasing improved farms often occur. The prices differ according to situations, from 15s and 20s. to 40s an acre. A farm in the western country, or in the states, means a tract of land of from 60 to 150 or more acres, fenced in, cultivated, and having a dwelling on it.

Mechanics of every sort are sure to get on in any part of the state. Common labourers get from £2 10s. to £3 10s. per month; and board. Any young man, of industrious habits, may here begin the world with every prospect of success. It is, however, the worst country in the world for clerks and shopmen.

MISSOURI

Is also in the Mississippi. It contains great diversity of soil: some hilly and other marshy districts, but generally good prairie land. Communication is good from rivers flowing through it. The climate of this state is variable. The summers are very warm, the winters very cold. Several parts in the neighbourhood of swamps and lakes are very unhealthy. The higher tracts are salubrious, and the inhabitants enjoy good health. It abounds in minerals, such as lead, iron, zinc, coal, salt, marble, and freestone, besides several other kinds. The lead and iron are of the best quality. Sites for mills are numerous.

THE DISTRICT OF MICHIGAN.—The climate is temperate. Winter sets in about the middle of November, and breaks about March. The country is hilly, and possesses numerous waterfalls. It is better watered than any other in the states. Detroit is the capital. The soil is good. The country is perhaps better suited to the English constitution than any other in the west. There are other districts presenting great advantages. The district of Genessee, in New York state, is one. The whole valley of the Hudson contains spots of good land.

THE MANUFACTURING STATES

Are those situated east of Pennsylvania. Their capabilities are well known. They do not offer the advantages to the emigrant that are possessed by those states already described.

FIRST STEPS.—When the determination is made to emigrate to the United States, the first point of importance is to seek out a good vessel. Berths should be secured a few days before. Application should be made at the fountain head, and not to agents. Seek out the most respectable house. This information is easily procured.

THE TIME TO EMIGRATE will depend upon the state you wish to go to, all which must be determined before you take any step.

Emigrants to New York, or the other Atlantic cities, must embark about the middle of January, so as to be already located and accustomed to the place by the breaking up of the winter. Those who arrive there in the early spring seldom find any difficulty in obtaining employment. Besides, ships leaving Liverpool the latter end of January, or beginning of February, usually make quick passages. To Southern Ohio, Canada, Pennsylvania, Western Virginia, Kentucky, Indiana, or Missouri, the 1st of March is soon enough for leaving home. Those bound for Northern Ohio, Michigan, Wisconsin, or Illinois, should not leave home before the 1st of April; nor should they defer their departure till after the 1st of September. It is practicable to go to any part of the United States or Canada at any season of the year; but travelling in winter is not only very expensive, but exceedingly difficult.

PROVISIONS.—It is necessary that each person should be provided with at least ten weeks' provision, besides the ship's allowance; for, though bread, rice, oatmeal, &c., are in the ship's lists, the fare generally consists of hard biscuit. Flour is almost indispensable to those accustomed to land, and will give an agreeable daily change. Bread cut in slices, and baked before sailing, will be found a very palatable food; it must be thoroughly baked and kept dry, or it will mildew. Tea, coffee, sugar, rice, oatmeal, hams, bacon, corned beef and pork, butter, cheese, dried fish, and such other articles as will form a variety, and keep, will be found most advantageous. Vinegar must not be omitted, nor must a small quantity of salts, castor oil, and aperient pills. Your sea stores that are liable to damage from salt water should be put up in jars, or other vessels. Having secured your passage, got your berth, and taken your stores on board, arrange the latter that they may be accessible at all times.

ADVICE TO ARTISANS, MECHANICS, &c.

The best course which artisans, mechanics, and labourers can pursue on landing at any port in America is immediately to start away for the inland towns, where they are more likely to find profitable employment, and to meet with experienced persons from England willing to give advice. Many spend what resources they have before leaving the seaports, where there is always the greatest competition, and finding their expectations disappointed, return, spreading most erroneous notions among their neighbours, whereas had they made due inquiries before leaving England, or even from proper authorities upon landing, they might have saved themselves from much loss and vexation. From the native Americans having a great dislike to domestic service, household servants are in good request. Steady active men are sure of employment and good wages. Porters, and persons who can make themselves generally useful, can obtain about five dollars a week. The class above all others which may reckon

upon success in the United States is that of the labourer. Any sober, industrious man, of peaceable demeanour, is certain of success, and has a prospect opened out to him which cannot be possessed in his own country. Farm labourers are urgently sought, and their wages are generally, with board and lodging, from fifteen to sixteen dollars a month. In other situations they are enabled to earn from three-quarters of a dollar to a dollar and a quarter a day. Many of this class injure their future prospects by becoming too anxious to purchase land. Those who are patient and steady, and willing to work for hire, in a few years accumulate wealth sufficient to lay the basis of future independence, for in addition to good wages, food and rent are cheap. The industrious labourer has chances in the United States far superior to any afforded to his class in this country. Everything depends upon his own determination to succeed. If he goes with a resolve to refrain from drinking, to work, and to act with prudence, he cannot fail to do well. New York is not the place for labourers. New York is a sort of Liverpool—a reservoir for immigrants. There is a tendency there, as here, for the people to rush from the country to the towns. In the case of America a much smaller population runs from the cities to the country. This causes a number of surplus hands to crowd the cities, while there is ample employment for them if they would disperse over the country. In New York there is a population of 600,000 human beings in an area of five square miles. Many who make tolerably good incomes squander it in dissipation; and many thousands are able to procure only the most precarious employment and scanty wages. Rent and provisions are dear. The day-labourer stands a very poor chance. The same state of overcrowding exists as in our populous towns. All this arises from a much too large population crowding upon New York. We urge the labourers, therefore, to hasten from New York. If they do not object to work, and dislike strong drink, they may do well. Do not settle in any of the seaports. Three years' extra rent in the city would buy a cottage and ten fair acres in the country. There are thousands in the cities of the United States that ought to be learning the use of the axe, the plough, the scythe, the pruning-hook, and be paving the way to independence, but from ignorance or indolence, are living loosely and half-starving in the cities. There is abundance of land in America inviting the labourer. Go upon it. If not, and you determine to remain at the place of landing, you had better stay at home. It is this which makes so many of the emigrants discontented when they get there.

TRADES AND WAGES.—The older states offer scope for a greater variety of occupations than the new ones; there is a certainty of employment, and generally better pay than in this country. The trades which are with us most indifferently remunerated are in America held in the greatest estimation. The following trades are all good:—Bricklayers, masons, stone-cutters and marble polishers, carpenters, painters, plasterers, blacksmiths, whitesmiths, coachsmiths and locksmiths, tin-plate and sheet-iron workers, tailors, shoemakers and hatters, saddlers, harness-makers, trunk and leather-case makers, coach-makers and its accompanying trades, turners, carvers and gliders, ship-builders, and all the trades connected with that branch of industry, may be said to be the best employed and remunerated in the States; wheelwrights, coopers, millwrights and mechanics. These are all good trades. Letter-press printing and ornamental work are scarcely so good as the above. Copper-plate printing is good, and generally there is plenty of work at wages from twelve to fifteen dollars, and even as high as eighteen to twenty per week. Die-sinking is a good business, and well remunerated. Goldsmiths and jewellers is, perhaps, in all its branches the best trade with respect to wages and certainty of work. In New York the wages are twelve, fifteen, and eighteen dollars. Brush-making is a fair trade. Glass-cutting, blowing, and casting are brisk trades. Gardeners meet with encouragement, especially in the neighbourhood of the principal cities. Shopmen, clerks, piano-forte makers, gun-makers, watch-makers, lithographers, cutters and upholsterers, are rather inferior businesses in the prospect they offer of permanent and extensive employment or large remuneration. The shopmen and clerks are indeed paid at a less rate than common labourers. In all parts of the United States there are fair prospects of employment for the foreign labourer. The larger cities are the best places. Persons going out as miners or tradesmen will find also that care is necessary; but there is great scope for the employment of small as well as large capitalists. Persons who have the best chances of success are capitalists with practical knowledge, farmers, skilled tradesmen, mechanics, and labourers.

CLIMATE, AND ITS EFFECTS ON HEALTH.—The comparison between Britain and America is not considered favourable to the latter. The extreme heat of the summer and cold of the winter, together with the excessive variation of temperature in the same day, render the states comparatively unhealthy. According to the best testimony, however—with care and temperance—immunity from disease and long life is in

the power of each individual disposed to practise these virtues. Cobbett says: "Of health I have not yet spoken. In the first place, as to *myself*, I have always had excellent health; but during a year in England I used to have a cold or two, a trifling sore throat, or something in that way. Here I have neither, though I was two months of the winter travelling about, and sleeping in different beds. My family have been more healthy than in England, though, indeed, there has seldom been any serious illness in it. We have had but one visit from any doctor. Thus much for the present on this subject. I said in the second 'register' I sent home, that this climate was not so good as that of England. Experience, observation, a careful attention to real facts, have convinced me that it is upon the whole a better climate." And in his *Emigrant's Guide*, he says: "I have said frequently that I never knew the want of health in America. . . . Mr. Brisson, after a very minute inquiry and comparison, ascertained that people once grown up lived longer in the United States than in France." Like all other writers on this subject, Cobbett earnestly warns the emigrant against intemperance as the greatest enemy to health. Having determined to emigrate, the next point is to pay your passage money.

You must look about you at Liverpool, and make the best arrangements you can with some of the passenger-brokers. Sometimes you may obtain a passage in the steerage as low as £3 10s., generally under £5. There is great competition, and you may, if not cautious, be imposed upon. Make due inquiries as to the respectability of the parties with whom you deal. Many of the agents are of this character, some are not, and considerable litigation ensues. Many of the brokers employ an inferior class of agents, who are called man-catchers. Avoid these. Take care to inquire for a broker who is known. The government agent for Liverpool is Lieut. Hodder. His office is at Stanley-buildings. It is his duty to protect the poor emigrants, and any just complaint made to him will be duly investigated. After your passage is secured, you will have to proceed to the medical inspecting officer. No passenger-ship is allowed to proceed until the medical officer has inspected the medicine-chest, and duly examined the passengers. If any of the persons presenting themselves have any disease upon them, they will be prevented from going. If any such get on board, they are at once re-landed, and have their passage-money returned. You can take up your place on board twenty-four hours before sailing. The scale of provisions is as follows:—Three quarts of water daily, and the following weekly allowance:—Two and a half pounds of bread or biscuit, one pound of wheaten flour, five pounds of oatmeal, two pounds of rice, two ounces of tea, half a pound of sugar, half a pound of molasses. The master has the option of substituting five pounds of potatoes for one pound of oatmeal or rice.

The emigrant who goes to America with the purpose of living by agriculture, will find New Orleans his best *entrepôt*. The capitalist may choose the species of agricultural pursuit most pleasing or most profitable; and, if he is in search of the luxury of rural existence, he will find the coast of the Mississippi, for two hundred miles from its mouth, studded with beautiful villas, and presenting the appearance of a continuous paradise. He will here find the wealthiest as well as the most intelligent citizens of America. To the more humble emigrant, who goes forth to provide his family with the necessaries of existence, the same country offers every inducement, and promises rich reward to his industrious toil. The tide of emigration for agriculturists has, of late years, been strongly setting in the direction of Michigan and Wisconsin (up the lakes). These states can be reached with even more convenience by the way of the Mississippi river, and travelling on this river and its great tributaries is cheaper than in any other part of the world. A thousand miles may be gone over in five days at an expense of less than a guinea! Cabin passage from New Orleans to St. Louis (a distance of 1,200 miles), with meals and state-room, is frequently as low as ten dollars, or £2 English. When it is known that there are over six hundred steamers constantly plying on these rivers, the facility of getting from place to place will be at once apparent. In fact, the best argument that could be used in favour of the English farmer proceeding at once to the "west" by way of New Orleans, is the fact that hundreds of American landholders in the eastern states annually sell out, and cross the mountains in search of a better home in the west. It may be proper here to remark that the purchasers of the farms thus vacated are frequently European immigrants, who, under the belief that land is land, pay a high price for that which is worthless and worn out. This has occurred lately to a great extent in the states of Virginia and the Carolinas, and immigrants have found, to their dismay, that the broad acres for which they had so dearly paid, would require a rest of five or ten years before any kind of crop could be expected from them.

LAWs OF THE UNITED STATES RESPECTING EMIGRANT SHIPS.

We give the following laws on board the United States Emigrant Ships, for the benefit of those who, from this country, may land at New York or elsewhere in the Union, and who may thence have to voyage still further :—

SPACE.—Each passenger is allowed a space of fourteen superficial feet below, and if the height between decks be less than six feet, then sixteen feet shall be given. Said space shall be unoccupied by stores or other goods not being the personal luggage of such passengers.

BERTHS.—The number of berths is limited to two, with an interval between the floor and the deck, or platform, of at least six inches, and each berth to be at least six feet in length, and at least eighteen inches in width for each passenger. In computing the number of passengers, all children under the age of one year are excluded.

PASSAGE WAY.—Vessels having capacity for fifty or more steerage passengers, shall have on the upper deck for the use of such passengers, a house over the passage way, firmly secured, with two doors, the sills of which shall be at least one foot above the deck, so constructed that one door at least, or window in such house, may be always open; and all vessels having the capacity to carry one hundred and fifty steerage passengers, shall have two such houses, and the stairs or ladder shall be furnished with a hand-rail of wood or strong rope. Provided, nevertheless, booby hatches may be substituted for such houses, in vessels having three decks.

VENTILATORS.—Vessels having the capacity for more than one hundred steerage passengers shall have, at least, two ventilators, one of which shall be inserted in the afterpart of the between decks, and the other in the forward part, and one of them shall have an exhausting cap to carry off the foul air, and the other a receiving cap to admit the fresh air. If the between decks be authorised to receive two hundred steerage passengers, the ventilators shall each of them be equal to a tube of twelve inches diameter in the clear; and all such ventilators shall rise at least four feet six inches above the upper deck; but if such vessel is well ventilated by any other means such method shall be deemed insufficient.

COOKING RANGE.—Vessels shall have, conveniently arranged, at least one cooking range, four feet long, and one foot six inches wide, for every two hundred passengers; but suitable arrangements for cooking between decks may be substituted.

FOOD.—Vessels shall have well secured under deck, for each passenger, at least 15 lbs. of good navy bread, 10 lbs. of rice, 10 lbs. of oatmeal, 10 lbs. of wheat flour, 10 lbs. of beans and peas, 35 lbs. of potatoes, one pint of vinegar, 60 gallons of fresh water, 10 lbs. of salted pork free of bone, all to be of good quality, and sufficient supply of fuel for cooking; but at places where either rice, oatmeal, wheat flour, or peas and beans, cannot be procured of good quality and on reasonable terms, the quantity of either or any of the last-named articles may be increased and substituted therefor; and in case potatoes cannot be procured on reasonable terms, one pound of either of the said articles may be substituted in lieu of five pounds of potatoes. The captain shall deliver to each passenger at least one-tenth part of the said provisions weekly, commencing on the day of sailing, and daily at least three quarts of water and sufficient fuel for cooking; and if passengers shall be put on short allowance during the voyage, the master or owner shall pay to each passenger the sum of three dollars for each day, to be recovered in the circuit or district court of the United States. But any passenger may contract to furnish his own provisions.

DISCIPLINE AND CLEANLINESS.—The captain is authorised to maintain good discipline and such habits of cleanliness as will tend to the preservation of health; and he shall cause such regulations as he may adopt to be posted up in a conspicuous part of the ship before sailing and during the voyage. A safe and convenient privy shall be provided for the exclusive use of every one hundred passengers, and when the weather is such that the passengers cannot be conveniently mustered on deck with their bedding, the deck shall be cleaned with chloride of lime or some other disinfecting agent.

The British laws are essentially the same. The requisitions respecting food are the following :—

3 quarts water daily.

Provisions must be issued twice a week, in advance, commencing with the day of embarkation, as follows :—

2½ lbs. bread or biscuit; 1 lb. flour; 5 lbs. oatmeal; 2 lbs. rice; 2 oz. tea; ¼ lb. sugar; ½ lb. molasses. Potatoes may be substituted for oatmeal or rice 5 lbs potatoes to 1 lb. oatmeal or rice.

We are sorry to say that many of the Irish emigrants fail from various causes. The

majority, on going out, have no settled or fixed principle of action. They have a vague idea that they are going to a land of plenty, and this is to a great extent true; but this plenty is only available on the same conditions as in the old country. Men must labour steadily and perseveringly. The Americans are a people remarkable for self-reliance—for what we may term *go-as-you-please*,—and that is the secret of their success. There are many Irishmen in all parts of the states active, energetic, and industrious, who win for themselves a position. It is true the Americans are a little prejudiced against the Irish, and this may arise from the conduct of many of the Irish emigrants. It forms a difficulty in the way of getting employment. Many of the Irish go out and pursue their old avocations, breeding and feeding swine. On the outskirts of the city they cluster together in old, miserable, and filthy shanties. They seem to have no desire for improvement, and rest content in their ignorance. There is a great deal of competition in consequence of the numbers that have gone out from all parts of the continent during the revolution. There are numbers of French, Germans, Italians, and Hungarians. These live pretty much to themselves, and speak their own language. Many of these, particularly the Germans, are enterprising and ingenious men. Those Irishmen who are encouraged to go out should have the idea forced upon them that they must work. They must push. Labourers must not stand waiting for applications. They must apply for work. We know that thousands of them lounge and idle about as if they expected food and raiment to be brought to them. They lie about the almshouses in the most helpless and disgusting state, as if all power of self-exertion were lost to them. From the cheapness of rum and brandy, they are enabled to indulge to excess. Father Mathew is much needed amongst his migrate countrymen. The facilities to drinking are numerous; dram-shops at every corner; baits and allurements are thrown out on all hands. No wonder that New York should be one of the most profligate and demoralised cities in the world. The same vile practice with regard to the sale of intoxicating liquors prevails as in Scotland. Almost every grocer's store has a licence for the sale of liquor. These should be avoided. We do not think that letters of recommendation will do you much good in America. Every man must rely upon his own exertions. Mind, we are giving you the truth; but this is certain, that almost any part of America affords fine scope for the steady, intelligent, and industrious. Energy is required there as well as here.

From an experienced and skilful man we have the following

ADVICE TO FARMERS.—Our farmers nearly all cultivate their soil with too little labour; in other words, they don't half cultivate it. A very common excuse is, that labour is so scarce and so high that they cannot afford to have more of it. We believe this to be a great mistake; yet there is something in it. The prices of American labour are often quite as high as our slovenly system of half-farming will justify. But if our large farmers would acquire the habit of hiring one or two experienced sharp Americans at liberal wages, and with them six or eight immigrants, who have willing hands but everything to learn, and who could be had at comparatively low wages, because worth no more, the benefits would be general. The produce would be doubled; the immigrants would gain the instruction and experience they so much need, and for want of which so many of them throw away the best years of their life in doing work badly, unskilfully, and out of season, on holdings of their own; and the American workers would be worth more than now, their skill and experience serving a wider purpose; and they would be paid more. Next year the immigrants would be worth higher wages; and the year after they would be qualified to go on lands of their own, and there will be free lands by that time.

The legislature of Wisconsin has recently passed an act, by which any owner or lessee of land, who shall knowingly permit the Canada thistle to go to seed on such land, is deemed guilty of misdemeanour, and on conviction thereof to be punished by a fine not exceeding five, nor less than two dollars, with costs.

The following is extracted from a tract by Mr. Mooney, published in America:—

"In my travels in America, I was ever anxious to learn what effect political and religious freedom has put upon the moral tendencies of my own countrymen—the Irish. I now give a few of the results as indicated by the public prisons which I have personally visited. In Auburn state prison, the principal prison of New York state, there were, in 1843, 680 criminals condemned for serious crimes, from periods of two years to the end of life. Of these, but 45 were Irishmen. Though the Irish in New York state bear a proportion of 1 to 6 of the whole, the criminals of Irish birth are but 1 to 15. There are two other prisons of this state, from which I have not yet got reports; but, as this is the chief prison, I may be permitted to average the two at twice the relative numbers of Auburn, which will give us 1360 criminals, of which, say a hundred, are Irish. In the chief prison of Pennsylvania, in 1843, the total

number of prisoners was 120; of these, only 20 were Irish. From the foundation of the prison in 1828, the total number of prisoners was 2,421; of these, 199 were Irish, or 10 a year for 20 years. It must be noted the state of Pennsylvania is the most Irish in the Union, perhaps one-fourth of all are of that nation. In the chief prison of Massachusetts, at Charlestown, near Boston, in 1849, the whole number of criminals was 281; of these but 30 were Irish, though one in seven of the whole population is Irish. In the city of Boston and its suburbs, in a population of 120,000, full 40,000 are Irish. In the State of New Hampshire, at Concord, the state prison contains 77; of these the Irish are but 12. The state prison of Connecticut, near to Hartford, in 1849, contained 150, of which only 13 were Irishmen. The state is crowded with Irishmen in the factories, and making railroads. The chief prison of the state of Illinois is at Alton, and the total number of prisoners in 1849 was 196; of these, eight only were Irish. Though the Irish bear a population of 1 to 8 of the whole population, the Irish criminals are 1 to 14. These figures prove a wondrous and gratifying result. The above returns are from six of the greatest states in the Union as to population, business, factories, and dense cities. In these six states, containing eight millions of people—more than one third of the whole—there are but 220 Irish criminals, though the Irish population in these six states is fully one million and a half! Taking the remaining states (from which I have not been able to procure returns) according to this showing, we have but some 500 or 600 Irishmen in prison, in the years 1848-9, in the republic. We may proudly compare this improvement in the moral condition of our countrymen with their condition in Ireland."

The large sums annually forwarded from the United States to Ireland for the purpose of paying the passage of friends and relations to the new world prove to some extent that the statement of Mr. Mooney is founded in truth. It seems clear, however miserable and degraded the Irishman may be in his own country and in England, that his miseries and degradations are the consequences of social or political evils, which, in the old world, he has no power to remedy, or even struggle against, and that they are not the results of any imperfection in the Irish character. No man works harder than the Irishman, and his prosperity in the United States is a gratifying proof that he only requires "a fair field and no favour" to become a useful and happy member of society.

AUSTRALIA.

Australia is the generic name of a number of colonies—viz., *New South Wales Proper*, *Australia Felix*, better known as *Port Philip*, *South Australia*, and *Western Australia* or *Swan River*. These are generally spoken of as the Australian Colonies, but they are widely separated by distance, and are distinct and dissimilar as regards soil and climate. There is a line of coast about 8,000 miles in length—1,600 of which are colonised. The continent of Europe comprises a superficial area of about 3,700,000 square miles, and the Australian colonies a superficial area of 8,000,000 square miles. The former has a population of 227,000,000 souls, and the latter a population of something less than 300,000.

Australia is the largest island in the world. The general character of the country is that of large plains, low ridges of hills, open forests, and in some cases rich valleys. Its verdure is scanty, and the timber scarce. The southern parts are much better than the northern. Both soil and climate seem to resemble the Cape of Good Hope. The largest portion of the land is suited for pastoral purposes; that suited for agricultural purposes is, considering the size of the country, of limited extent. The great drawback is a want of streams and running waters. Both hot and cold weather will have to be experienced in a voyage to Australia. The length of the voyage is about four months. Australia being in the southern hemisphere, its seasons are the reverse of ours. Our winter is their summer. Time is equally affected by its position; our day is their night. The barometer rises before bad weather, and falls before good. The south wind is cold, and the north wind is hot. The temperature is more equable than any in the globe.

The discovery of gold in the Victoria district is draining the surrounding districts of their population, and is creating a complete revolution in the country. Most wonderful tales reach us as to the abundance of the precious metal. A writer in a colonial paper, under the date of October last, writes: "You, or any man who has a pair of arms to work with, are mad to remain in Melbourne. I fully expected you up here before this time. You are toiling away like a galley slave to make a few pounds in a year, while we are turning it up here, some in twenty ounces and some

in twenty pounds daily. Unless you are on the spot it is perfectly impossible that you could have any idea of the extraordinary, the maddeningly exciting prosperity of the multitude. And such a 'mob' too: fellows that were working for twenty shillings a week, or even less than that, are now in possession of fortunes in a few days, some in a few hours—many of the lowest class, as well as of the best, have acquired an independence that they never could have accomplished under years of toil by any other pursuit. The usual consequences are beginning to show themselves. The ore is beginning to lose its value in their eyes, and I saw one fellow give away an ounce of gold for about a quarter of a fig of tobacco. It is wonderfully abundant, and every man who will work is doing wonders. Wages in Melbourne will inevitably be monstrously high, and even that won't answer. I conscientiously assert that when the truth is known in Melbourne (and it is too extraordinary to be believed at first) that not one servant, or indeed anything in the shape of a man, will be left to refuse an engagement. An old Californian miner, as 'cute as a 'coon, a fellow that would pick the gold out of your teeth (if stuffed by a Melbourne Dentist) tells me that the Sierra Nevada at California, 'is nothin', no how' to this, and that if the Yankees knew of this 'crop' they would pour in here like a swarm of bees—has just come up, having received, before he left Geelong, a cheque for £1,800, the produce of five days." The drain upon the surrounding country has left the large proprietors of land in fear that their flocks must be left untended, and their herds ungarnished. To prevent this dire catastrophe, Captain Stanley Carr, the President of the Industrial Society at Port Philip, has come to this country, to endeavour to save the colony from impending disaster; and since he has been in England, with several other colonists, a society has been formed for the purpose of assisting intending emigrants to Australia with encouragement and advice. In Port Philip the gravest apprehensions exist; nor can we wonder at this, when we remember that its sheep alone amounts to upwards of seven millions, and its cattle to two millions, requiring the attention of above ten thousand persons in the several occupations of shepherds, stockmen, hutkeepers, shearers, &c. In South Australia and Moreton Bay, the same want of agricultural labour is felt. For those who are afraid of the diggings, such places will form a more desirable field of emigration. It is stated in some of the letters which have been received from Australia since the discovery of the gold diggings, that wages have risen a hundred per cent. Be this as it may, it is undoubtedly true that the remuneration for labour in that part of the world will be very high for some time to come.

Australia consumes more of the manufactures of England, in proportion to the number of inhabitants, than any other country in the world. The United States consume 6s. 6d. per head, Canada, £1 15s.; West Indies, £2 17s. 6d.; Cape of Good Hope, £3 2s.; Australia, £7 to £10. The increase of population in New South Wales in ten years, from 1831 to 1841, was 19·9 per cent. per annum; while the increase in England from 1821 to 1831 was 1·6 per cent. per annum. The annual increase is thus 18 per cent. greater than England; or it may be put in any other shape. The population of the United Kingdom doubles in every fifty years, in America in twenty-five years, and in New South Wales in seven years.

HOW TO TRANSMIT MONEY.—It is much better not to take out more money than may be required for immediate wants. The Bank of Australasia, the Royal Bank of Australia, or the Union Bank of Australia, will grant bills at thirty days' sight on letter of credit, payable on presentation, for sums not exceeding £300, at a charge of two per cent. They can be drawn on any of the following branches:—

SYDNEY.....	}	New South Wales.
MAITLAND		
MELBOURNE	}	Port Philip.
GEELONG		
HOBART TOWN	}	Van Diemen's Land.
LAUNCESTON		
ADELAIDE		South Australia.

The security is unquestionable.

WHO OUGHT TO EMIGRATE TO AUSTRALIA.—The Rev. D. Mackenzie, says:—The class of emigrants wanted in Australia, and whom the colony will abundantly reward for their work, are the industrious, the sober, and the healthy of the following classes:—Shepherds, ploughmen, carters, labourers, gardeners, cooks, grooms, butchers, bakers, printers, millers, sawyers, brick-makers, stone-cutters, masons, saddle and harness-makers, carpenters, cabinet-makers, plasterers, painters and glaziers, blacksmiths, wheel-wrights, tailors, shoemakers, tanners and curriers, female house-servants, nurses, farmers, retired officers, and other gentlemen with either small or large capital. These are the people who ought to emigrate to Aus-

tralia, and to these our colony offers advantages which are not to be met with in any other part of the world. In the United States, in British America, and some other countries, wages may, perhaps, be as high as here; but where is the country in which any sum of money, however small, which a man saves out of his wages, can be laid out so advantageously as in Australia? Where is the other country whose inhabitants possess so large a proportion of food as the colonists of Australia? And be it remembered, that the extent of our rich pastures is illimitable; and there being no winter here, our flocks and herds may increase infinitely—thus constantly multiplying food and employment for all who can possibly emigrate. Here are not only room enough and food enough, but remunerating labour enough, and to spare.

NEW SOUTH WALES.

The progress of New South Wales has been remarkable. It has a range of coast stretching through thirty degrees of latitude. Its natural capabilities are as extended as its geographical limits. All the vegetable productions indigenous to the tropics may be raised with facility in its northern division, and those of Southern Europe in exuberance in its central and southern portions. In the settled parts of the colony, the congenial character of its climate and soil have been strikingly exemplified in the enormous multiplication of its flocks and herds. With a population not exceeding 200,000 souls, the colony already contains a number of sheep equal to one-fourth, and of cattle a proportion equal to one-seventh, of the whole number contained in France.

The climate of the coast is described by Mr. Townsend, who spent many years there, as delicious during the winter months, and strongly reminded him of Rome; and the summer, he says, though hot, is not oppressive. "But when you remove from the seaboard," he adds, "a very different report must be given." The meteorological registers are kept on or near the coast, and afford no sure guide to a knowledge of the climate of the colony generally. Bronchial complaints are unknown, and diseases of the lungs and chest are infrequent. This is attributable in a great measure to scarcity of surface-water and the dryness of the climate. The climate of the various colonies is incidentally treated of in most works on Australia. Port Philip is not considered a trying spot for consumptive people.

The average cost of clearing heavily-timbered land on the coast in New South Wales, and of putting in a first crop, is, even with the assistance of convict-labour, about £10 per acre. The first crop is generally wheat, and next to it in importance is maize. The average produce of wheat, per acre, throughout the colony, is fourteen bushels. Manure is rarely used, and some people think it burns up the land; but the ashes of the wood fires contribute much to the improvement of the soil.

In New South Wales and Port Philip the lands are divided into town lots, suburban lots, and country lots. Town and suburban lots must always be sold by auction. Country lands, after having been exposed for sale by auction at least once, at an upset price of £1 an acre, may be sold at any time by private contract, at not less than £1 an acre. Lands sold by Government private contract must be paid for in cash. Lands are put up for sale in lots not exceeding one square mile (640 acres) in extent; and, as a general rule, it is not easy to purchase a less quantity than a square mile of country land. Suburban lots are smaller and dearer.

Sydney is the capital, built on a cove in Port Jackson. The towns of Windsor, Richmond, Newcastle, Liverpool, Paramatta, and Bathurst, are splendid towns. There are good roads in every direction, and several rivers. It has become a great field for emigration, as will appear by the increase of its population.

The religion of New South Wales in 1844 (since when there has been no return): Roman Catholics, 35,690; Scotch Church, 13,153; Wesleyans, 3,236; other Protestants, 1,857; Jews, 856; Mahomedans and Pagans, 207. The Church of England claims all the remainder, out of a population of 130,000.

The expense of erecting a dwelling suitable for an agricultural labourer in New South Wales, is from £5 to £30, according to materials. Country labourers are always provided with dwellings rent free by their employers. The rent of a town lodging in New South Wales, in the Sydney district, is about 5s. per week. In a return, dated 22nd of August, 1850, the immigration agent at Sydney reports as follows:—The labourers most wanted are shepherds, farm-servants, agricultural labourers, and female domestic servants. For rough carpenters, bricklayers, and blacksmiths, there is a slight demand in the country districts; but for the superior description of mechanics or tradesmen who can only find suitable employment in Sydney and other populous towns, there is no demand at all. An extensive esta-

establishment has now been formed at Sydney for the reception of the orphan immigrants; and arrangements have been made for the admission into it of all UNMARRIED FEMALES who may come into the colony unaccompanied by friends or relations. There is a matron in charge of the establishment, under whose care the females will be placed; and they will receive advice and assistance from a committee comprising clergymen of the church of England, the church of Scotland, and the church of Rome, and other members, who, from their official positions or general experience, are well qualified to form a correct opinion of the character of applications for servants, and to advise immigrants accordingly as to the engagements which would be most conducive to their interests to accept. In reference to a proposed plan for assisting the emigration of widows and daughters of gentlemen left in destitute circumstances, with the view of their obtaining situations as governesses, companions, and house-keepers to married ladies, matrons of hospitals, schools, &c., in the colony, the Governor has reported it as the opinion of the immigration agent, in which he himself entirely concurs, that "it would be positive cruelty to any person of that description in England to encourage her to come, unless she has friends on whom she can depend for a home."

SOUTH AUSTRALIA.

South Australia, from its mineral and agricultural resources, is allowed to be one of the most desirable countries for all classes. To the labourer it is especially favourable, for there is no country where labour is more in demand or better remunerated, and the necessaries of life more easily attained. To the capitalist it is equally eligible; for wherever the resources of a country are in the process of development, capital is of the utmost value. The capital of this colony is Adelaide, built on the river Torrens, which runs into the gulf of St. Vincent. The colony contains an area of 300,000 square miles. The soil is superior, as far as it has been explored, to New South Wales or Van Diemen's Land. It is generally composed of a rich loam. The climate for eight months out of the twelve is as fine and salubrious as can possibly be wished for; the other four months the heat is oppressive. The population at this season of the year are subject to attacks of ophthalmia. The farmer, the shepherd, the grazier, the miner, can all find employment for the capital in their hands. This colony suffered much at starting, but is now flourishing. There have been some very important mineral discoveries, and since then the land sales have very much increased.

The land under cultivation for seven years, ending 1846, was as follows:—1840, 2,508 acres; 1841, 6,722 ditto; 1842, 19,790 ditto; 1843, 28,690 ditto; 1844, 26,918 ditto; 1845, 26,218 ditto; 1846, 33,292 ditto. In 1847, the number of acres exceeded 40,000. The produce raised chiefly consisted of wheat of a superior quality. The last advices state the number of acres actually enclosed was above 90,000. The expense of ordinary fencing is from 3s. to 4s. per rod.

The cost of erecting a dwelling for an agricultural labourer is about £30; a town lodging, from 6s. to 8s. per week, for a man and his family.

It appears by recent reports from the colony that the demand for labour still continues great. Female servants of all work, of good moral character, miners, farm servants, agricultural labourers, and shepherds especially, are in request. The following extract of a despatch from the governor, dated January 30, 1849, may be useful to parties in this country:—"Under the impression that the present impulse, extensively prevalent in Great Britain, in favour of emigration to South Australia may very probably not be confined to such persons only as are qualified to succeed as colonists, it is as well before closing this despatch to observe, that whilst little fear need be entertained of industrious steady men and women, accustomed to labour with their own hands, doing well, so long as their influx is regulated by the demand for their services, as safely indicated from time to time by the extent of crown-land sales, emigration to this province is not equally profitable to persons without capital and unaccustomed to manual labour. Gentlemen agriculturists have very seldom, if ever, proved a thriving class. Gentlemen sheep-farmers are at this moment much distressed by the low price of wool, as one probably among other causes. Purchasers of land at public auction from the crown at an upset price of £1 per acre, usually and very readily obtain from £4 to £7 per acre for unenclosed land, and proportionately higher rates for land that is fenced; and money-lenders at present get from 10 to 18 per cent. per annum on good security. Persons not directly engaged in raising their subsistence from their land find the cost of sustenance about the same as in England; butcher's meat and tea being the only items much cheaper. Wages and the rent of houses are higher, and the return for expenditure under these heads is less satisfactory than that which is obtainable for the same outlay in Great Britain. Those who

emigrate in quest of salaried situations, in public or private employment, are usually disappointed." In a subsequent dispatch Sir H. Young stated that there was at that time no need of an increased supply of governesses; there being already in the colony more respectable and educated females seeking employment in that capacity than there are families requiring their services.

WESTERN AUSTRALIA.

This colony contains three settlements, Swan River, Australind, at Port Leschenet, and King George's Sound; and comprises a fine extent of territory. At the entrance of Swan River the town of Fremantle has been built; and Perth, about nine miles inland, on the northern bank of the river. Near the coast the land is extremely poor and barren; but at the distance of 15 or 20 miles inland it generally improves, and exhibits many beautiful and fertile tracts of land. The climate is salubrious. Agricultural and pastoral pursuits are the leading occupations in this country, but are much impeded by the want of labourers. The high wages consequent on this state of things compel those who depend on hired workmen, in rural occupations, to seek means of employing their capital in other pursuits; and the various descriptions of fishery which may be carried on here must eventually employ a large amount, and a great number of seamen. The country is well adapted for cattle-grazing and horse-breeding, as well as for the cultivation of corn. Its woods are very fine, and the timber well adapted for cabinet work. The *Colonisation Circular* for 1851, says, steady men thoroughly acquainted with the various work required on a farm are sure of finding employment at good wages. Most of this class who originally went out to the colony, have become tenants of farms, and in some instances proprietors; their places being very indifferently supplied by persons either unaccustomed to agricultural pursuits, or wanting in sober and industrious habits. For experienced shepherds there is still a demand. A few good blacksmiths, wheelwrights, and harness makers could hardly fail to do well. Female domestic servants are also much wanted.

VAN DIEMEN'S LAND.

There is another province close to Australia, and generally considered a part of it—Tasmania, or Van Diemen's Land. It has been made almost entirely a convict settlement. The chief town is Hobart Town. Van Diemen's Land is sooner reached than New South Wales. The climate is good, and the land is well watered. It is mainly timber land, and requires great labour in getting the ground into cultivation. It will at no distant day be a flourishing colony. Labour is now largely in request there. Land is sold in Van Diemen's Land in lots of one square mile, or 640 acres, at an upset price of 12s. per acre. To grub land, clearing out all the stumps, would cost from £5 to £12 per acre; to clear it, leaving the stumps standing, from £2 to £4 an acre. It is stated by the governor that the value of the potash extracted at a trifling cost would in most instances more than cover the cost of clearing the land, if not grubbing it. The principal exports of the colony are wool, whale and sea oil, whalebone and bark, to England; and provisions and live stock to the neighbouring colonies. The agricultural districts are much better in appearance than those of New South Wales. The climate is somewhat similar to that of England.

The prices of clothing, &c., are nearly the same as in New South Wales.

A hut fit for a labourer costs from £10 to £15; a slab (shepherd's) hut, £5; a brick or stone house £20 to £25; and a town lodging from 2s. to 3s. per week. In Australia potatoes are 7s. per cwt., in Van Diemen's Land they are only 3s., and wheat is 36s. per quarter. Beer, also, is only 1s. per gallon, against 4s. to 5s.

From an authentic source we find:—"The trade of this colony has increased with Great Britain sevenfold in twelve years, and the whole imports of the settlement have been augmented nearly tenfold. The exports have been augmented from £14,000 to £420,000 per annum, and the tonnage has been extended in proportion of five to one. The value of the land and cattle has increased during the same period 400 per cent. The quantity of wool exported in 1827 was 192,075 lbs.; in 1836, 1,942,800 lbs.; price 1s. 6d. to 2s. 6d. per lb.

Sidney Smith says: "On the whole we are inclined to give this island the preference of all our colonies. It has no earthquakes or continuous high winds, and possesses a better soil than New Zealand. It has no droughts like Australia—it has no simoons or oppressive heats, and possesses the alteration of seasons experienced in Britain. It has a much finer climate than Canada, and is almost as productive as the western states, with a better market and great proximity to the sea. It affords the greatest enjoyment in the shape of weather and temperature, and is eminently conducive to health.

That it is scarcely mentioned in the current handbooks on emigration, is perhaps to be accounted for by the fact that it has no land-jobbers who wish to push sales."

NEW ZEALAND.

To the east and south, and about twelve days' sail from Sydney, are the islands of New Zealand. There are several British settlements in these islands. The land is generally hilly and thickly timbered. The mountains are lofty and the rivers of considerable size and depth. The great drawback is, that before the plough can be put in the ground, from £5 to £8 per acre has to be spent in clearing it. The natural productions will be known by the exports, which are timber and flax to New South Wales, and wood, oil, whalebone, copper ore, manganese, and furniture and dye woods to England. There are others increasing at the present time:—pork, bacon, butter, beer, and staves. These islands are equal in extent to Great Britain and Ireland.

This is one of the most inviting of our colonies—one of our popular writers says:—"Much of what we have said with regard to Australia may be applied to New Zealand, where barley and beans become perennial, where the wheat stalk grows so strong that no wind can lay it, and fifty bushels to the acre have been obtained; where the myrtle and fuchsia grow to timber trees, and radishes swell out to the size of a man's leg; where all possible facilities for the breeding of sheep exist, which sheep give forth a fine and long wool; and where coal, copper, manganese are all abundant; where, in a word, there is everything, again, that is required for the development of a magnificent people, but the men and women themselves." The population is now about 107,000.

It appears from recent information furnished by the immigration agent at Auckland, that good farm-servants acquainted with rearing stock, dairy women, and respectable female domestic servants were in request; and that a few shoemakers and tailors were likely to find employment. It is stated in subsequent reports, that the success of the measures for restoring tranquillity in the colony had tended greatly to increase the demand for labour of the above description; but that it might be fully met by the arrival of the corps of fencibles and their families, and by the services of the native labourers, who appear to be becoming very useful. Young men of no particular profession, and without capital, invariably fail to procure employment; and even those who have been brought up to mercantile pursuits are equally unsuccessful. Immigrants accustomed to live in town, such as weavers, &c., are ill adapted for the colony, and real agriculturists are the only class who seem to do well. From October to April is the best season for arriving in New Zealand; and from May to September the least favourable. The colony is very healthy at all seasons; but the weather is boisterous and rainy during the last-mentioned period.

The expense of clearing, and public charges on land in New Zealand, is as follows:—Fern-land 10s. to £1 10s.; wood-land, £3 to £10, according to the size of the timber. This does not include the breaking up of the soil.

The expense of erecting a cottage built of rushes, in the native manner (which can be made very comfortable), £4 to £6; of timber or of scoria, £15 to £25; a good brick cottage, £25 to £43.

The rent of a town-lodging for a mechanic's family is from 3s. to 5s. per week.

The settlements of New Zealand are:—Wellington, Nelson, New Plymouth, Otago, and Canterbury. Mr. Ward says:—"I should go to Nelson for farming purposes, or New Plymouth may, perhaps be as good; to Wellington for mercantile pursuits; to Auckland for a storekeeper; or for a situation, to Otago, Port Cooper; or Wairau for sheep-farming.

THE EXPENSE OF PURCHASING AND CULTIVATING FIFTY ACRES OF LAND IN NEW ZEALAND.—Fifty acres of good land may be purchased at £150 within a few miles of Nelson. Inferior land may be bought at a lower price; sometimes at £40 or £50. Much of the land is unsaleable from being at too great a distance from a town. The quality of the land, as well as its situation, is equally important. We may now give the cost of cultivating for the first year, which is always most expensive. We take, then, in the first instance, the cost of the—

Fifty acres of land	£150	0	0
Wooden house, capable of holding six people	15	0	0
Four bullocks	40	0	0
Plough £6, harrows and roller £5	11	0	0
Cart £12, gear and tools £7	19	0	0
Fencing	25	0	0
Seed for three acres wheat	1	15	0
Seed for four acres barley	1	4	0

Carried forward £262 19 0

	Brought forward	£262 19 0
Seed for half an acre potatoes.....		0 15 0
Garden seeds and plants		0 10 0
A cow £12, pigs and fowls £6.....		17 0 0
House furniture and incidental expenses.....		20 0 0
Expenses of house.....		50 0 0
		<hr/>
		£351 4 0

As there may be accidents, it will be safe to reckon the whole at £400.

Now supposing you are industrious, and able to do all within your own family, your account will stand thus:—

Crop of wheat, 30 bushels per acre	£22 10 0
Crop of barley, 40 bushels per acre	16 0 0
Crop of potatoes, 4 tons, £2 per ton	8 0 0
Cow and calf	15 0 0
Pigs and poultry	10 0 0
Butter and milk sold	6 0 0
Two pigs.....	1 0 0
Bullocks, cart, and take off five per cent. wear and tear.....	68 0 0
House and goods	30 0 0
Improvements	46 0 0
And original cost of land	150 0 0
	<hr/>
	£370 10 0

There will be a much better prospect for the second year; much more land may be brought into cultivation, and that first cultivated will be more productive. The foregoing has been taken from an actual experience, but the experiment was tried under very favourable circumstances. Much depends upon the sagacity of the party going out, in selecting and purchasing good land, and his skill and industry in managing it. Making every fair allowance for casualties, the prospects are exceedingly favourable.

Land may be rented at from 2s. 6d. to 6s. per acre (rent free for the first year) for six or seven years.

For the information of those who are unacquainted with the locality of New Zealand, it may be as well to state that the country consists of three islands, one of which is not colonised. The others are of great extent, lying between the parallels of 34 and 48 degrees of south latitude, and the meridians of 166 to 179 degrees of east longitude. They present a coast line of nearly 3,000 miles, and contain about 78,000,000 acres. These islands are divided into two provinces, the northern and southern; in the latter province are the settlements of the New Zealand Company, consisting of the following, in the order of their settlement:—Wellington at the south-eastern extremity of the northern island, is the principal town of the southern province, and the chief seat of commerce. It is distant from England 16,000 miles, and contains an European population of 5,500. New Plymouth, on the Western coast of the northern island, is chiefly occupied as an agricultural settlement, from which it is, from the extent and fertility of its soil, admirably adapted. It is distant from Wellington 190 miles, and contains a population of 1,300. Nelson, on the north-western coast of the middle island, combines in itself all the pursuits of commerce, agriculture, and sheep and cattle farming. It is distant from Wellington 150 miles, and contains a population of 3,500. Otago, situated on the south-east coast of the middle island, is one of the pastoral districts in New Zealand. It was founded by an association in connexion with the Free Church of Scotland. It is distant from Wellington 350 miles, and contains a population of 1,500. Akarao is on the east coast of the middle island, midway between Wellington and Otago, containing a population of about 300, and comprises a vast pastoral range.

THE CAPE OF GOOD HOPE.

The Eastern province of the colony of the Cape of Good Hope comprises divisions of counties—viz.: 1, Albany; 2, Utterhay; 3, Somerset; 4, Cradock; 5, Graf Reinet; 6, Colesberg; comprehending an area of 37,544 square miles, 60,842 souls, of whom 26,032 are whites, and 34,810 coloured. It is separated from the Western province of the colony by the counties of George and Beaufort; on the south, the Indian ocean is its boundary; on the north, the Orange river; on the east, it has the country of the Caffres.

The Cape of Good Hope is a British colony, and comprises a large portion of South Africa. Land may be obtained on easy terms. The crown lands are sold in freehold,

and by public auction, at an upset price of 2s. per acre. In its neighbourhood are found the diminutive tribe, the Bushmen, the Goolaha, and the Caffres. The particular situation of the Cape secures to it a temperature as genial as any in either hemisphere. Its eastern and western shores are laved with an immense ocean. It stands about midway between England and India, and many of the vessels going out and returning visit it. An emigrant setting out with a small capital, industrious habits, and an ordinary stock of prudence, may obtain a comfortable subsistence. The three great staples have been wool, wheat, and wine. The country is well suited for sheep, the climate somewhat resembling that of Spain. Very fine wheat is grown; but those who understand wine generally object to the flavour of the Cape wines. The business of wool-growing is probably the best suited at present. The droughts which occur about every seven years, and continue, perhaps, for two or three years in succession, are the great drawbacks. There is great difficulty in these cases to prevent loss to sheep and cattle. Sheep may be bought at about 10s. per head, and full-grown cattle at £2 each; but there are disadvantages, which we can briefly point out. The first is in getting really good herdsmen. The wages are 18s. per week, with provisions, and a supply of tobacco. The best course is to take a number of trusty labourers out. The business of the herdsmen is to watch the flock all day, wandering with it and keeping it together, to prevent loss by panthers, hyænas, and jackalls, and to secure it safely, as it is impossible to let it remain out at night. The carelessness of the herdsmen, who are quite independent of service, very often produces considerable loss. The district of Sneeuwberg is perhaps the best, so far as pasturage is concerned, for sheep farming. The diseases in sheep in South Africa are of a very fatal character. Violent inflammatory epidemics often occur, and cause great destruction. Storms of hail, as well as of lightning, sometimes come on with great severity, and instances are known of 300 or 400 sheep being destroyed in one storm. The scab is very prevalent, occasionally fatal to sheep, and always attended with great loss in the article of the wool. There is sometimes a consumptive wasting when the herbage is scanty, and inflammation of the intestines, when, after the rains, the herbage is plentiful. Sometimes the sheep, in continued dry weather, will feed upon poisonous bushes. An experienced farmer at the Cape thinks himself very fortunate if, after losses, and killing for food, he can increase his flock one fourth. In a return from the immigration agent, dated 1861, it is stated that there was a demand for single female domestic servants, and single male agricultural labourers; and also for carpenters, bricklayers, masons, journeymen shoemakers and tailors. All emigrants should be provided with good testimonials of character and of ability in their callings. We imagine, under present circumstances, few emigrants will wish to settle at the Cape. It is to be hoped peace will again prevail. War and colonisation cannot co-exist. But we need not trouble our readers with details as to the Cape. At present the war raging with the Caffres will put a stop to emigration in that quarter. The same cause will also account for our scanty notice of Port Natal.

PORT NATAL

Is situated on the eastern coast of South Africa, about half way between England and New South Wales. It is about the size of Scotland, containing about eleven and a half million of acres, or 18,000 square miles. It lies north-east of the Cape of Good Hope. It has been known to travellers ever since 1675, but did not become a settlement until 1824, and it was not until the year 1844 that it was proclaimed a British colony. It has been proved that the climate and the soil are well adapted to the cultivation of cotton. Some of the cotton produced, it is said, is superior to the samples imported from Sea Island. The district possesses superior agricultural capabilities to the Cape of Good Hope, and offers greater advantages and facilities for emigrants. It is a most beautiful country. The land in many parts is rich and fertile, capable of producing, besides cotton, indigo and tobacco. It is well watered, and possesses rich mines of coal. There is a very limited number of white colonists. The natives are estimated to number 100,000. Their character is superstitious and warlike; their estimate of human life very low; their passions are easily inflamed; and they are familiarised to war and bloodshed. They are an energetic race, and possess considerable docility. Many German emigrants have settled down under very favourable prospects. The soil and climate of Port Natal are so favourable that provisions of all kinds are always cheap there. An ox for slaughter, of six hundred-weight may be bought for £2 10s.; working bullocks, £2 to £4; milch cows, ditto; horses, £10; sheep, 6s. to 10s. per head. All descriptions of vegetables are to be grown with such ease as to guarantee their cheapness. No census has ever been taken of the white population, consisting of the boers (Dutch) and their families, the English and German settlers, &c. The total number of boers and their families

at the early part of 1848, within Natal, was computed at 4,000; but this number has since been increased by the measures adopted by Sir Harry Smith. The residue of the white population may fairly be computed at 2,000. Land may be rented at 1s. per acre, or bought for £1 per acre. For an emigrant to do well there, it would be necessary for him to possess a small capital. Natal presents very considerable advantages to the agricultural emigrant. On the western side there is a range of mountains, from which streams descend to the sea. In this respect it is much better than Australia, where long and destructive droughts are frequent. There is timber, and the grass is rich and fine. The soil is good, and little expense need be incurred in clearing the ground; the plough can at once be set to work. Stone, suitable for building purposes, is found in great abundance in Natal, in several parts. It is a kind of free stone. Iron ore is also found, and has already been used for agricultural and other implements. We believe it is of a good quality. It is not subject to any of the epidemics that are incidental to the other parts of Africa. The country is comprised in several divisions. D'Urban is one of them. It is bounded on the S. E. by the Indian Ocean; S. W. by the Unkomanzi River, from the sea to a point upon said river twenty miles from the mouth; N. W., by a line from said point to the summit of the lesser Noodsberg; N. by the west of the greater and lesser Noodsberg, and by the dividing ridge between the rivers Muhlali and Muvati; and running from the greater Noodsberg to the sea. The seat of magistracy and the township is D'Urban.

The cost of passage will be about the same as to the Cape of Good Hope.

The fact must be stated, that individual emigration to Natal is extremely dangerous. Colonisation on a large scale is alone suited to the circumstances of the colony. A body of men is necessary for protection.

LAWS AFFECTING TRADE, PROPERTY.

Port Natal is an open port for the purposes of trade.

Pilotage or port dues are 4s. 6d. per foot, on the draught of water of the ship.

Exports therefrom are free from duty.

Imports.—British manufactures, the duty is 5 per cent, *ad valorem*.

Foreign ditto	ditto,	12	ditto
Coffee,	5s. 0d. per cwt.	Pepper,	4s. 0d. per cwt.
Rice,	1s. 6d. do.	Sugar,	2s. 3d. do.
Spirits,	2s. 6d. per gall.	refined,	4s. 6d. do.
Wine,	4s. 0d. per doz.	Tea,	0s. 4½d. do.
in cask,	1s. 6d. per gall.		

Bottles, bullion, casks, staves, cattle of all kinds, seeds, plants, and specimens of natural history, and agricultural implements, are all free of duty.

The coloured people who have taken refuge in Natal to enjoy our protection, pay a small tax per annum of 7s. for each house.

Auctioneers must take out a licence of £3 per annum.

Auction duty on movable property, £4 per cent.; on immovable property 2 per cent.

Transfer duty on immovable property, £4 per cent.

Retail traders must take out a licence at £1 10s. per annum.

Wine and spirit traders ditto £75 for 12 months; £40, 6 months; and £25 for 3 months.

Ginger beer ditto £10 ditto; £5 ditto; and £2 10s. for 3 months

GUNPOWDER AND ARMS.—Strict regulations are in force respecting them, and intending emigrants should take none. Licences must first be purchased.

Licences to trade with the Zoolu country, £10; but permission to do so must also be obtained from the Zoolu king, who will probably demand as much more. Our government might collect this £10 for Panda and pay it to him, introducing regulations for trading, &c.; but certainly the government of a nation that exists by trade ought not itself to tax the enterprise of its inhabitants. The amount is not much, but the principle is bad.

The Roman Dutch law is the established law of the colony, as in the old Cape colony.

RELIGION.

There is no state religion in Natal. As there is not, individuals and communities should be religious without it, but a state ordinance cannot make them so; and that is always best done voluntarily.

EDUCATION.

The Cape school system is excellent, and will be adopted with all its advantages in Natal. The charge will be about a guinea a quarter, and will include instruction in the classics, mathematics, natural philosophy, and physical science; the English and Dutch languages, arithmetic, geography, history, chronology, drawing in its first principles, and writing.

COST OF CATTLE, &c., IN NATAL.

		£	s.	d.		£	s.	d.
Oxen—Trained Trek oxen	each	2	0	0	to	4	0	0
Fat cattle	"	2	10	0		3	10	0
Cows, milch	"	2	10	0		3	0	0
Young heifers	"	1	0	0		1	10	0
Sheep, scarce Cape	"	0	7	6		0	10	0
Breeding wool sheep, very scarce....	"	0	15	0		1	0	0
Goats	"	0	4	6		0	7	6
Pigs, scarce, young ones	"	0	7	6		0	0	0
Horses, useful hacks	"	7	10	0		10	0	0
Superior	"	15	0	0		20	0	0
Poultry, fowls	per doz.	0	1	0		0	6	0
Ducks	each	0	1	0		0	1	6
Beef	per lb.	0	0	1		0	0	2
Mutton	"	0	0	2		0	0	4
Goat	"	0	0	2		0	0	3
Mealies, or Indian corn	per muid	0	1	6		0	8	0
Potatoes	"	0	7	0		0	17	0
Tea	per lb.	0	1	0		0	2	0
Coffee	"	0	0	6		0	0	9
Sugar	"	0	0	4		0	0	6
Rice	"	0	0	1½		0	0	2
Raisins	"	0	0	3		0	0	4
Butter	"	0	0	6		0	1	0
Bread	"	0	0	3		0	0	4
Candles	"	0	0	6		0	0	8
Soap	"	0	0	3		0	0	4
Salt	"	0	0	2		0	0	0
Brandy	per gall.	0	5	0		0	0	0
Wine	"	0	2	0		0	0	0
Tobacco	per lb.	0	0	6		0	0	9

Other articles, such as wearing apparel, not much higher than in England. Ironmongery and earthenware are dearer, on account of the carriage, but competition renders most articles reasonable. Luxuries must be paid for.

RATES OF LABOUR.

The following were about the rates current in Natal in 1849, but it is said higher wages are now paid—

		£	s.	d.		£	s.	d.
Domestic servants	per month	1	0	0	to	2	0	0
Farm labourers and ploughmen	"	1	0	0		3	0	0
Carpenters	per day	0	5	0		0	7	6
Cabinetmakers	"	0	7	6		0	0	0
Masons	"	0	5	0		0	7	6
Smiths	"	0	5	0		0	7	6
Wagon builders and wheel-wrights ..	"	0	0	0		0	7	6
* Brick-makers and bricklayers	"	0	5	0		0	7	6

Sawyers.—The usual plan is to grant a portion of the timber felled, instead of wages.

SEEDS, &c.

All seeds are adapted to the colony of Natal; but the following, from their prolific and hardy qualities, will be good in making an assortment:—

Peas,—all kinds of dwarf in preference to runners. Beans,—ditto. Carrots,—

* To bricklayers able to carry on business on their own account, government grant fourteen years' leases of an acre of good clay land, for 1s. per acre, on condition that proper sheds be erected.

short red and long Altringham. Broccoli or kail,—all sorts. Mangold-wurzel,—not wanted for cattle. American cress. Cucumbers, melons, and pumpkins thrive well. Vegetable marrow,—fine useful vegetable, and will suit the country well: one kind is indigenous. Rhubarb. Paranip,—red, best. Turnips,—no use. Cabbage,—all sorts. Spinach,—not wanted. Kidney French beans,—dwarfs. Parsley,—curled. Leeks, shallots, and onions, answer well. Lettuce,—all kinds.

All kinds of herbs thrive well, and not out by the cold.

Grain.—Wheat,—choose those kinds not liable to rust, and having solid stalks. Barley,—short straw. Oats,—ditto.

Tobacco (indigenous),—Havanna and Virginia seed.

Indigo, ditto —India and Guatemala.

Fruit trees,—all sorts, including nuts, acorns, fir, and larch in the cone. (All these should be fresh, and packed in sugar).

Seeds generally, going a voyage, should be mixed with straw fine chopped; and packed in dry brown paper, in wicker baskets, and hung up in the cabin.

The importation of a few Devonshire and short-horned bulls (not more than three years old), small size, may be recommended. Good dogs valuable.

An improved breed of pigs is desirable.

TOOLS.

The following list of tools may be recommended to those who have the means, by which one is rendered independent and able to accomplish one's own work, almost unaided, except with the assistance of a black servant. Woods being hard, tools should be good:—

A set of harrow teeth, with necessary iron-work; 1 Scotch plough complete, and iron-work, or one of Ransome's; 1 steel mill; two flour-sieves; 2 spades; 2 shovels; 2 grubbing-axes; six sickles; one cross-cut saw; 2 hand saws; 2 axes; 1 adze; 2 claw hammers; 12 augers; 2 gimblets; 2 spike gimblets; one screw-driver; one spoke-shave; one jack-plane and spare iron; 1 smoothing-plane and spare iron; 6 chisels; 6 tumbler padlocks; 6 hasps and staples; bolts; hinges; latches; locks; 1 gross screws; Nails, hurdles, batten, paling, shingle, and rafters, each 14 lbs.; 7 lbs. flooring brads; 7 lbs. spikes, various; clout and clasp nails.

To which may be added, if means allow:—American axe, hoes for cleaning ground, pit saws, mason's tools, and gardener's tools. Thrashing machine, and one for cleaning mealies. Mill-stones. Wagon-makers' tools, drag chains and iron 2½ in. wide. Brick and tile-making machine may be very profitable, as clay and water may be found all over the country. Rough earthenware may also be manufactured. Machine for cleaning and pressing cotton.

We have now done with the Fields of Emigration. Our next information must be relating to the sale of waste lands.

SALE OF WASTE LANDS IN THE COLONIES.

CANADA.—By a provincial act of 1841 crown lands are to be sold at a price to be from time to time fixed by the governor in council. The prices fixed for the present are as follows :—

	Per Acre, s. d.
In Canada East (Lower Canada), for lands situated south of River St. Lawrence, down to River Chaudiere and Kennebec Road, and including the township of Newton, county of Vaudreuil	4 0
County of Ottawa :—Lands in townships previously advertised	4 0
 Lands in townships to be hereafter advertised	3 0
East of River Chaudiere and Kennebec Road, and including the counties of Bonaventure and Gaspé	2 0
North of River St. Lawrence, from westerly limit of county of Two Mountains, down to easterly limit of county of Saguenay	2 0
One fourth of the purchase-money will be payable in five years from the date of purchase. The remaining three fourths in three equal instalments, at intervals of two years between each, all with interest.	

No person will be allowed to purchase on those terms more than 100 acres.

The purchaser must clear on taking possession one-half the width of the road on the whole front of his land; and within four years from the date of purchase, one tenth part of the lot, and must reside thereon.

No patent will be issued to the purchaser until it is satisfactorily proved that the above-mentioned settlement duties have been duly performed, nor until the whole of the purchase-money and interest is paid up. In the meantime no timber must be cut without a licence, except for clearing the land, or for farm purposes.

Applications to purchase land are to be made to the respective local agents in the colony.

For Canada, West (Upper Canada), 8s. currency (about 6s. 7d. sterling) per acre.

These prices do not apply to lands resumed by Government for non-performance of the conditions of settlement on which they were granted under a former system now abolished, nor to lands called Indian Reserves and Clergy Reserves; which three classes are, as well as town and village lots, subject to special valuation.

The size of the lots of country lands is usually 200 acres ; but they are sold as frequently by half as whole lots.

The following are the conditions of sale at present in force, as regards land in Canada West:—

1st. The lots are to be taken at the contents in acres marked in the public documents, without guarantee as to the actual quantity contained in them.

2nd. No payment of purchase-money will be received by instalments, but the whole purchase-money, either in money or land scrip, * must be paid at the time of sale.

3rd. On the payment of the purchase-money, the purchaser will receive a receipt which will entitle him to enter on the land which he has purchased, and arrangements will be made for issuing to him the patent without delay.

The receipt thus given not only authorises the purchaser to take immediate possession, but enables him, under the provisions of the Land act, to maintain legal proceedings against any wrongful possessor or trespasser, as effectually as if the patent deed had issued on the day the receipt is dated.

Government land agents are appointed in the several municipal districts, with full power to sell to the first applicant any of the advertised lands which the return open to public inspection may show to be vacant within their districts.

To persons with sufficient capital for farming, this colony continues to offer great inducements. The improvements of the internal communications have enabled the farmers in the interior to avail themselves of the highest markets for the disposal of their surplus produce.

* This is Scrip issued by the Local Government in satisfaction of certain old militia claims.

NOVA SCOTIA.—The public lands are here also sold at a fixed price of 1s. 9d. sterling per acre, payable at once. The smallest regular farm lot contains 100 acres. Any less quantity of land may be had, but the cost would be the same as for 100 acres, viz., £8 lbs., the minimum sum for which a deed of grant is issued.

NEW BRUNSWICK.—The mode of sale in this province is by auction. The upset price is generally about 2s. 6d. sterling (3s. currency), but varies according to situation, &c. Fifty acres is the smallest quantity usually sold. Twenty per cent. discount is allowed for immediate payment. Purchasers have the option of paying in labour on the roads for their lots, but in that case 20s. must be paid down towards the expenses of survey.

PRINCE EDWARD ISLAND.—Sale by auction prevails. The upset price was formerly 20s. per acre for wild land, and £10 to £30 per acre for town pasture and river lots. These rates were in 1837 reduced in certain localities on the application of the House of Assembly, and on a renewed application from the same body the further alterations embodied in the following table were made in 1848:—

Situation of Land.	Quantity of Crown Land unsold.	New upset prices.
	Acres.	Per Acre
Township No. 13	7,000	5s.
" " 35	2,540	10s.
Third class " pasture lots, 8 acres each, in the royalty of George Town	(not stated)	£5. 0s.
Town lots in Prince Town with a frontage of 960 feet	480	(not reported)

NEWFOUNDLAND.—There exists no official return of the surveyed and accessible land at the disposal of the crown in the colony. The area has been estimated at about 2,300,000 acres, of which about 23,000 have been appropriated. By a colonial law crown lands are to be sold by auction at an upset price to be fixed by the governor at not less than 2s. per acre. Land exposed to auction more than once on different days may afterwards be sold without further competition at the last upset price. Although the agriculture of the province is progressively increasing, there are yet comparatively few persons exclusively employed in it, the population being nearly all engaged in the fisheries.

AUSTRALIAN COLONIES.—The following are the regulations now in force under the provisions of the Australian Land act, 5 and 6 Vic., c. 36, for the disposal of the waste lands in the colonies of New South Wales (including the Sydney and Port Philip districts, and any other districts that may hereafter be opened), South Australia, and Western Australia. The act 9 and 10 Vic., c. 104, also empowers the crown to grant leases and licences of occupation, for any term not exceeding 14 years, of the waste lands in New South Wales, South Australia, and Western Australia.

1. All lands will be disposed of by sale alone, and must have once at least been exposed to public auction.

2. The lowest upset price will be not less than £1 per acre; but the government will have the power to raise the same by proclamation, though not again to reduce it.

3. The lands will be distinguished into three different classes, viz., town lots, suburban lots, and country lots.

4. Upon town and suburban lots, as well as upon a proportion not exceeding one-tenth of the whole of the country lots offered for sale at any auction, the governor will have the power of naming a higher than the general or lowest upset price; the country lots on which such power is exercised to be designated "special country lots."

5. Town and suburban lots will in no case be disposed of except by public auction, but country lots which have already been put up to public auction and not sold, may be disposed of afterwards by private contract at the upset price.

6. No lands will be sold by private contract except for ready money. When sold by public auction, one-tenth at least of the whole purchase money must be paid down, and the remainder within one calendar month, or the deposit will be forfeited.

7. Lands will be put up for sale in lots not exceeding one square mile in extent.

8. As an exception to the general regulations, and subject to certain restrictions

laid down in the Australian Land act, the governor will have it in his discretion to dispose, by private contract, at a price not less than the lowest upset price for the district, of blocks comprising 20,000 acres or more. In the peculiar circumstances of South Australia the lieutenant-governor has for the present ceased to sanction the disposal of the public lands otherwise than by auction, and in lots of moderate size.

9. Persons will be at liberty to make payments for colonial lands in this country, for which payment or deposit they will receive an order of credit to the same amount in any purchase of land they may effect in the colony, and will have the privilege of naming a proportionate number of emigrants for a free passage, as explained in the next article of this notice. The deposits must be made in one or more sums of £100 each at the Bank of England, to the account of the colonial land and emigration commissioners; and the depositor must state at the time the colony in which the land is to be selected, and give notice to the commissioners of the deposit. Upon the production of the bank's receipt for the money the commissioners will furnish the depositor with a certificate, stating the amount which he has paid, and entitling him to obtain credit for that sum in any purchase which he may effect in the colony, subject to all rules and regulations in force in the colony at the time such purchase may be made there.

10. For every sum of £100 deposited as above, the depositor will be entitled, for six months from the date of payment, to name a number of properly qualified emigrants, equal to five adults, for a free passage. Two children between one and fourteen are to be reckoned as equal to one adult. The emigrants are required to be chosen from the class of mechanics and handicraftsmen, agricultural labourers, or domestic servants, and must be going out with the intention to work for wages. They are to be subject to the approval of the commissioners, and must in all respects fall within their general regulations for the time being on the selection of labourers. The purchaser and his family cannot receive a free passage under this privilege.

VAN DIEMEN'S LAND AND NEW ZEALAND.—Van Diemen's Land and New Zealand have been withdrawn from the operation of the Australian Land Sales act by the 8 and 9 Vic. c. 95 (August, 1845), and the 9 and 10 Vic. c. 164 (1846). But in the former colony and in some portions of New Zealand not comprised within the settlements formed by or under the auspices of the late New Zealand Company, the same rules substantially will be followed as in the Australian colonies.

In the settlements of the late New Zealand Company, lands are disposed of at the following prices:—

	Town allotments of $\frac{1}{2}$ acre.	Suburban allotments of 10 acres.	Rural allotments of 25 acres.
Wellington*	£ s. 12 10	£ ..	£ 50
Nelson*	12 10	..	50
New Plymouth*	12 10	..	50
Otago†	12 10	30	50
Canterbury .....	..	..	} Fixed uniform price of £3 per acre.

Deposits in sums of the above amounts towards the purchase of lands in Wellington, Nelson, New Plymouth, and Otago, may be made at the bank of England to the credit of the colonial land and emigration commissioners, in the mode pointed out in the 9th clause of the foregoing regulations, respecting deposits for the purchase of crown lands in the Australian colonies. But at New Plymouth there is, at present, no public land available for depositors in this country. For Otago the treaty for purchase must in the first instance be sanctioned by the Otago association, and for Canterbury it must be conducted entirely with the Canterbury association.

THE FALKLAND ISLANDS.—The lands in this colony are now open for sale. The mode of sale is the same as that adopted in the Australian colonies. The upset price

* When suburban allotments are laid out and opened for selection in the vicinity of any town or village, the prices will be stated.

† If a complete "property" (comprising a town allotment of $\frac{1}{2}$ a suburban allotment of 10 acres, and a double rural allotment of 50 acres) be bought, the price is £130 10s.

of country land is, for the present, 8s. per acre. Town lots of half an acre each, and suburban lots of fifty acres each, will be put up at £50. Deposits of purchase-money may be made in this country, in the mode prescribed for the Australian colonies, but the depositors will be entitled to nominate for a free passage six, instead of five, adult labourers, for every £100 deposited.

WEST INDIES.—In the West Indies crown lands are to be sold by auction at an upset price of not less than £1 per acre.

In Antigua and Dominica the smallest lot sold is forty acres, except in certain localities intended for villages.

In the Bahamas the mode of sale is also by auction, but the lieutenant-governor is, from time to time, to name the upset price, which is never to be less than 6s. per acre. Land once exposed to auction may, in the discretion of the lieutenant-governor, be afterwards sold by private contract, at not less than the upset price of such land. The ordinary size of the lots in the Bahamas is to be twenty acres, but lots of five acres may, if thought expedient, be disposed of.

CAPE OF GOOD HOPE AND NATAL.—1. The unappropriated crown lands in the colony are sold in freehold, and by public auction only.

2. Unless it is otherwise notified, the upset price will be at the Cape two shillings per acre, (one acre is about half a morgen), and at Natal four shillings per acre; but the governor for the time being will have the power to fix such higher upset price as the locality or other circumstances may render expedient, of which due notice will always be publicly given. Lands not sold at auction may afterwards be purchased at the upset price on payment of the whole purchase money.

3. Persons desirous of becoming purchasers will apply, in writing, to the secretary to government respecting the land they wish to have put up for sale; stating in what division it is situated, and, as far as practicable, its position, boundaries, and probable extent.

These applications, after being recorded in the colonial office, will be transmitted to the surveyor-general, who, if he see no objection to the land being disposed of, will call upon the applicant to deposit with him the probable expense of the survey; which expense will be calculated upon the following tariff, and be borne by the eventual purchaser.

	£	s.	d.
For a piece of ground, and dividing the same into small lots, or even, for the first four lots, each	0	12	0
For any beyond that number	0	9	0
For the measurement of any piece of land up to 10 morgen ..	0	12	0
For every morgen above 10 up to 100, per morgen	0	0	3
For 100 morgen	1	14	0
For every morgen above 100, as far as 500, per morgen	0	0	1½
For 500 morgen	4	4	6
For every morgen above 500, per morgen	0	0	1
For 3,000 morgen	14	12	10
For every morgen above the same.....	0	0	1
For every diagram.....	0	12	0

4. Should the applicant not become the purchaser, the amount deposited by him will be refunded when paid by the eventual purchaser; but should no sale take place, no refund can be made.

5. Lands offered for sale will be advertised for two months in the *Government Gazette*, at the expiration of which time they will be sold by public auction.

6. 10 per cent. of the purchase money must be paid at the time of sale, and the balance (with the expenses of the survey, if the purchaser did not make the deposit) within one calendar month from the day of sale; in default of which, the 10 per cent. so paid will be forfeited to the colonial treasury.

7. Persons desirous of acquiring crown lands at the Cape or Natal will be at liberty to make deposits at the bank of England to the credit of the colonial land and emigration commissioners, upon the same conditions, and with the like privileges as are prescribed in the case of the Australian colonists, with this exception, that for every £100 so paid in, the depositor will be allowed to name for a free passage to the colony seven, instead of five properly qualified emigrants. The rules affecting the selection of emigrants for the Cape apply generally to emigrants to Natal, in case they will be proposed for a passage by purchasers of land, or in case funds should be provided for carrying on emigration at the public expense. The persons eligible for passages to Natal would be agricultural labourers, mechanics, skilled labourers, and small farmers accustomed to some manual labour, and intending to work for

their subsistence. Deposits to the credit of the commissioners do not exempt the depositors from the payment of survey fees.

Ceylon.—In this colony the crown lands are sold by auction, at an upset price, which is to be fixed by the governor, but which is not to be less than £1 per acre. Before being exposed to auction, the lands are surveyed by the government, and duly advertised.

Hong Kong.—The crown lands will not be alienated in perpetuity, but let on leases, which are to be offered for sale at public auction. The duration of the lease, will not exceed 21 years for country lands, intended for purposes of cultivation; but country lands required for erecting residences, and all lands for building purposes will be let on lease for 75 years, not renewable of right, but at the option of the government, and on the holder's paying an increased rent. Powers will be reserved, when necessary, for regulating the character of the buildings to be erected in particular situations, and for avoiding the lease if within a specified time the buildings be not completed or in progress.

The rent to be paid for lands designated as marine, town, or suburban lots, will be determined exclusively by public auction; but leases of country lots, if they have been once exposed to auction and not sold, may be afterwards sold by private agreement at the upset price.

The governor will decide whether there is sufficient demand to call for public sales at fixed periods, or whether the leases should only be advertised and brought into the market as they may be applied for.

RIGHTS OF COMMONAGE AND LEASES OF PASTURE LANDS IN AUSTRALIA.

NEW SOUTH WALES.—The following is the substance of the most important provisions of the regulations in force for the disposal of land for pastoral purposes—1st, in the *settled* districts; and, 2ndly, in the *unsettled* and *intermediate* districts. These regulations were established by the governor, in pursuance of an order of the Queen in council, dated 9th March, 1847, and issued under the act of Parliament 9 and 10 Vict., cap. 104.

I. As to the *settled* districts:

1. All purchasers of crown lands, or grantees who have commuted their quit-rents, are to have a right of commonage over vacant crown lands in their neighbourhood until disposed of.

2. Persons holding in fee simple not less than 640 acres of land will be entitled to claim of government a lease of the adjacent lands, to the extent of three times their own property, at a fixed rent of 10s. for each section of 640 acres.

3. Any person may require government, or the government may proceed of its own accord, to put up to auction leases of any vacant lands at a minimum upset rent of the same amount.

4. The leases will, as a general rule, be renewed, unless the land is wanted by government for sale, or is required under the above provisions by the owner in fee of the adjacent property.

5. The leases are to be annual, and for pastoral purposes only, with a limited right of cutting timber. They are not assignable; and if the land is required for sale, it must be surrendered at one month's notice, without any compensation for improvements.

II. As to the *unsettled* and *intermediate* districts:

1. The governor may grant leases of runs for 14 years in the *unsettled* districts and 8 in the *intermediate*. These leases confer the right to use the land for pastoral purposes, and to cultivate so much as is necessary for the consumption of the lessee's own establishment, but not for sale.

2. Each run must be capable of carrying 4,000 sheep, or an equivalent number of cattle.

3. The rent is at least £10 per annum, with £2 10s. additional for every 1,000 sheep (beyond the first 4,000) which the run will carry.

IN SOUTH AUSTRALIA all persons claiming common of pasturage on the waste lands of the crown within the hundreds, shall deposit at the office of the commissioner of the crown lands in Adelaide, on or before the 31st day of January in each year, a declaration, according to the form required by the ordinance, of the number of acres of purchased land of which they may, respectively, be the occupiers, within the hundred or hundreds in which such common of pasturage is claimed.

IN WESTERN AUSTRALIA the governor is authorised to grant *tillage* leases for eight years certain, of lots not exceeding 320 acres.

INFORMATION FOR EMIGRANTS.

COMPILED BY SMITH EVANS, ESQ.

NOTE.—The Anglo Saxon race deteriorate usually in residing between 25 degrees of Latitude North and South of the Equator. Sovereigns are usually worth 24s. to 26s. currency, in all new colonies.

COUNTRIES.	Principal Towns.	Miles from London.	Time taken by Sailing Ships, &c.	Extent in Square Miles.	Population.	Value of Exports and Imports.	Average Temperature, Thermometer Fahr.
AUSTRALIA. Adults die annually, 14.5 in every 1,000 persons.	Sydney	14,000	95 to 120 days. Cost of Passage. Cabin, £40 to £75. Intermediate, £25 to £40. Steerage, £15 to £25.	3,000,000. Unset price of Wild Lands, £1 per acre.	222,500	£ Ex. 1,828,000 Imp. 2,060,000	At Sydney. Spring 65° Summer .. 72° Autumn.... 66° Winter 65°
	Port Philip from Sydney	550					
	Adelaide	1,000					
	Swan River	2,300					
VAN DIEMEN'S LAND. 14.3 in 1,000.	Hobart Town ..	570	Ditto. ditto.	27,192	60,500	Ex. 587,458 Imp. 582,509	At Hobart Town. Sum. mean 62° 9' Winter ditto 42° 3'
	Launceston	480		Ditto.			
	Auckland	15,000	Ditto. ditto.	63,000	17,000	Ex. 50,000 Imp. 30,000	Wellington. Spring 51° 3' Summer .. 62° 7' Autumn.... 68° 8' Winter 54° 5'
	Wellington from Auckland	437		Ditto.			
NEW ZEALAND. 15 in 1,000	Nelson	500					
	Otago	859					
	Cape Town	7,000	45 to 70 days. Cabin, £30 to £50 Inter. 16 to 25 Steerage, 8 to 15	200,000 2s. per acre. Natal.—18,000 4s. per acre.	159,481	Ex. 865,775 Imp. 447,636	Mean Sum. 74° 3' " Win. 68° 5'
	Algoa Bay from Cape Town ..	600					
CA OF GOOD HOPE. 13.7 in 1,000 Eastern Coast, 9. in 1,000	Port Natal.....	1,200	25 to 45 days. Cabin, £12 to £26 (With Provision.) Inter. £6 to £8 Steerage, 3 to 5 (Without Provisions.)	390,000 West 8s. per ac. East 4s. to 6s.	1,500,000	Ex. 3,290,668 Imp. 950,000	Mo. Sum. 69° to 76° " Winter 208.
	Quebec	3,500					
	Montreal from Quebec	180					
	Toronto	550					

INFORMATION FOR EMIGRANTS (Continued).

COUNTRIES.	Principal Towns.	Miles from London.	Time taken by Sailing Ships, &c.	Extent in Square Miles.	Population.	Value of Exports and Imports.	Average Temperature, Thermometer Fahr.
NOVA SCOTIA. and NEW BRUNSWICK. Adults die annually. 14·7 in 1,000	Halifax	2,600	20 to 35 days.	50,000	334,379	£ Ex. 740,436 Imp. 221,966	Mean Sum. 65° " Win. 28°
	St. John's from Halifax	280	Cabin, £25 to £26 Inter., 8 to 10 Steerage, 3 to 5 (Without Provisions.)	1s. 9d. to 3s. per acre.			
UNITED STATES. 18 in 1,000	New York	2,820	25 to 40 days.	2,300,000	Free.	Dollars. Ex. 150,637,464 Imp. 154,997,928	New York. Mean Sum. 71° 6' " Win. 30° 2'
	Ohio from New York	800	Cabin, £12 to £25 Inter., 10 to 15 Steerage, 2 to 5 (Without Provisions.)	1½ dollar per acre.	20,087,909 Slaves, 3,179,589		
TEXAS. 28 in 1,000	Potters' Society, Wisconsin	1,500					
	Valley of the Mississippi ..	1,200					
CALIFORNIA. 20 in 1,000	Galveston	5,500	40 to 60 days.	310,000	300,000	£ Ex. 50,000 Imp. 25,000	Mean, 80° to 90°
	Red River from Galveston	300	Cabin, £20 to £30 Steerage, 6 to 10	1½ dollar per acre.			
	San Francisco— Via Cape Horn..	18,000	150 to 160 days.	50,000	75,000	£ Ex. 38,000 Imp. 18,000	Mean, 53° 2'
	Via Panama	8,500	Cabin, £30 to £70 Inter., 35 to 45 Steerage, 18 to 25 40 to 60 days. By Steam Ships, £60 to £100. Uncertain, then only in summer.	1½ dollar per acre.			
	Via New York by National-road to the Missouri Fort, Leavenworth, Santa Fe, &c. ..	4,500					

Per week
for each
passenger.

DIETARY TABLE FOR STERAGE EMIGRANTS.—AVERAGE VOYAGE, 90 TO 120 DAYS.

For one Emigrant.

Duty free. Cost on board, for 100 Emigrants.

Preserved meat	34 lbs.	3,400 lbs. at 6d. per lb.	£70 16 8
Salted ditto	34 "	3,400 lbs. at 3d. per lb.	53 2 6
Tripe or fish	17 "	1,700 lbs. at 3d. per lb.	26 11 0
Bread (seconds)	35 "	8,500 lbs. at 12s. 6d. per cwt.	47 10 0
Flour or rice	61 "	6,100 lbs. at 25s. per barrel.	31 17 6
Peas	124 pints.	200 bushels at 6s. 6d. per bushel	65 0 0
Sugar	84 lbs.	850 lbs. at 22s. per cwt.	8 7 0
Tea (black, ls.; green, 2s.)	17 oz.	106½ lbs. at 1s. 6d. per lb.	7 19 0
Coffee or chocolate	44 lbs.	425 lbs. at 50s. per cwt.	9 7 6
Butter	44 "	425 lbs. at 70s. per cwt.	15 2 6
Cheese	84 "	850 lbs. at 58s. per cwt.	21 5 0
Raisins	84 "	850 lbs. at 40s. per cwt.	15 0 0
Suet	84 "	850 lbs. at 56s. per cwt.	21 5 0
Pickles or vinegar	84 quarts.	212 gallons at 1s. 4d. per gallon.	14 3 3
Oatmeal	17 lbs.	1,700 lbs. at 18s. per cwt.	13 10 0
Mustard	84 oz.	63 lbs. at 9d. per lb.	2 0 0
Pepper	84 "	63 lbs. at 1s. 4d. per lb.	3 10 10
Salt	17 "	106 lbs. at 2s. 6d. per cwt.	0 2 6
Water	—		

Total cost to provision 100 persons for 17 weeks, or 119 days.....

£424 10 11

For each adult for the voyage

Do. do. per day

£4 4 10
0 0 8½

SUMMARY.

A 500 ton ship will carry 250 adults to Sydney at 50s. per ton..... £1,250 0 0

Victualling 250 ditto for 17 weeks, as per table..... 1,066 7 4

Extra mess, 56 persons at 6d. per day, for doctor, parson, and teachers, 119 days..... 323 4 0

By freight..... £2,649 11 4

Cabin passengers and sale of surplus stores..... 149 11 4

£2,500 0 0

Or £10 each, which includes an additional charge of 6d. per day for 56 persons, who mess at the clergyman and surgeon's table.

RETAIL PRICE OF PROVISIONS AND CLOTHING IN THE NORTH AMERICAN COLONIES. 26

ARTICLES.	Eastern (Lower) Canada, December, 1846.	Western (Upper) Canada, December, 1846.	New Brunswick, Dec., 1847.	Nova Scotia, 1847.	Prince Edward's Island, 1847.	Newfoundland, 1848.
PROVISIONS.						
Salt beef	Sterling. s. d. 0 3½	Sterling s. d. 0 2½	Sterling. s. d. 0 3	Sterling. s. d. 6d to 8d	Sterling. s. d. 0 3	Sterling. s. d. 3d to 8d
Fresh ditto	2½d to 4d	0 3	0 2½	2d to 4d	0 3	..
Mutton	0 4	0 3	0 3	2d to 3l	0 3	..
Lamb	{ 1s 6d to 3s } { per quarter }	0 3	0 3	3½d	2d to 3d	..
Veal	0 4	0 3	0 3	4d	..	..
Fresh pork	0 3½	0 3	0 3½	3d	0 3	..
Salt ditto	0 5	0 3½	0 4	4d	0 4	..
Fowls	2 0	1 0	1 8	1s to 2s	1 0	..
Bacon	6d to 7½d	0 4½	0 5	6d	0 5	..
Salt butter	0 9	0 6	0 9	8d	0 8	6d to 9d
Fresh ditto	0 10	0 8	0 10	10d to 1s	0 9	..
Fresh milk	0 3½	0 2	0 3	2½d	0 3	..
Cheese	0 6	0 3½	0 6	5d to 6d	0 7	..
Eggs	0 6	0 4	0 10	6d to 1s	0 6	1 3
Potatoes	2 3	1 6	4 0*	2s to 3s	1 6*	2 6
Bread, best wheaten, .. per 4 lb. loaf	0 8	0 5	0 7	5d to 7d	0 8	..
Seconds	0 10	0 5	0 9	..	..	..
Best wheat flour, per 6 lb. loaf	25 0	22 6	33 0	25s to 38s	35 0	35 0
Best wheat flour, per barrel (196 lbs.)	12s 6d per cwt.	..	28 0	10s per cwt.	..	..
Seconds	12 0	..	18 0	15s	..	..
Oatmeal	30 0	..	20 0	20s to 25s	24 0	35 0
Coals	0 7½	0 8	0 9	9d	0 8	0 9
Candles	Country, 7s 6d to 10, Quebec, 12s 6d to 17s 6d	6 3	18 0	12, to 14s	7 0	15 0
Firewood, . per cord of 128 cubic feet	0 3½	0 2½	0 4	3d	0 3	0 3
Common soap	2 8½	3 0	2 0	2s	2 0	..
Tea .....	..	..	..	..	..	..

* Potatoes in New Brunswick are dearer than usual, owing to the general failure of the crop, and the great demand from abroad. In Prince Edward's Island the price in ordinary seasons is about 8d. per bushel, but the last two or three crops have been very limited.

RETAIL PRICE OF PROVISIONS AND CLOTHING IN THE NORTH AMERICAN COLONIES—Continued.

ARTICLES.	Eastern (Lower) Canada, December, 1846.	Western (Upper) Canada, December, 1846.	N. w Brunswick, December, 1847.	Nova Scotia, 1847.	Prince Edward's Island, 1847.	Newfoundland, 1848.
PROVISIONS.						
Coffee, green..... per lb.	Sterling. 8d to 10d	Sterling. s. d. 0 8 0 10 0 2½	Sterling. s. d. 0 10 0 2½	Sterling. 8d 13s per cwt.	Sterling. s. d. 1 0 0 3½	Sterling. s. d. ..
Rice	0 3½	0 2½	0 6	3d	0 4	..
Sugar, brown.....	0 5½	0 5	0 6	8d	0 9	0 7
Sugar, white.....	0 7½	0 8	0 6	1s 6d	1 6	..
Ditto, white.....	0 11	2 3	1 3	..	1 0	..
Salt..... per bushel	0 8½	0 7½	0 10	{ 10s per quintal.	{ 10s dry, per quintal.	11 0
Pepper	18 0	25 0	9 0	{ green per barrel.	{ 20s green, } per barrel.	..
Salt Fish (cheapest kinds)	dry, per cwt. 9 0 7½d per dozen. 25s per barrel.	12 6	12 0	..	20 0	..
Herrings	wet, per cwt.	..	..	10d	1 0	..
Beer	1 0	1 0	1 3	1s	0 10	0 10
Porter..... per bottle	1 0	1 6	0 10	6d	0 10	..
Tobacco..... per lb.	0 10	0 10	0 8	6s	7 6	..
CLOTHING.				5s	4 0	..
Men's stout Shoes .. per pair	7s 6d to 8s 1d	5 6	6 0	..	..	..
Women's ditto.....	5 5	4s to 4s 6d	4 6	3s	3 0	..
Snow over-shoes	5s to 7s 6d	{ 6 3 15 0 }	10 0	1s 6d to 2s	Not used.	3s to 2s
Men's Shirts, cotton, each	2 3	2 0	3 4	6s	8 6	..
Men's Smockfrocks..	Not used.	..	Not used.	5s	0 8	..
Flannel	1 6	2 0	1 6	..	1 3	..
Cloth for coats	5 2	3 6	7 6	12s to 18s	2 0	..
Cotton for gowns	0 6½	0 5	0 7	..	14s to 20s	..
Fustian	1 6	1 6	1 3	..	..	..
Velveten	1s 6d to 2s	2 0	2 3	..	..	..
Blankets..... per pair	13 6	15 0	15s to 20s	..	..	..

The above-mentioned articles of clothing are supposed to be of the average quality generally used by persons of the labouring classes.

PRICES OF AGRICULTURAL PRODUCE AND FARMING STOCK IN THE NORTH AMERICAN COLONIES.

PRODUCE &c.	Eastern (Lower) Division of Canada, December, 1846. (No later Returns.)		Western (Upper) Division of Canada, * Dec., 1846. (No later Returns.)		New Brunswick, December, 1847.		Nova Scotia, 1847.		Prince Edward's Island, 1847.		Newfoundland, 1848.	
	Sterling. £ s. d.		Presumed to be Sterling. £ s. d.		Sterling. £ s. d.		£ s. d.		Sterling. £ s. d.		7s 6d to 8s	
Wheat	0 2 0	0 1 0 to 1s 6d	0 4 0	0 1 0	0 4 0	0 2 6	0 6 6	0 5 0	0 5 0	0 2 0	..	..
Barley	0 2 0	0 1 0 to 1s 6d	0 2 3	0 1 1	0 2 6	0 1 6	0 2 6	0 1 6	0 1 6	0 1 6	..	..
Rye	0 2 8	0 2 8	0 2 6	0 2 6	0 3 3	0 3 3	..	..	Only grown to a limited extent.	..	..	..
Oats	0 4 2	0 4 2	0 2 3	0 2 3	0 4 6	0 4 6	..	..	..	..	..	..
Maize	0 5 0	0 5 0	0 5 0	0 5 0	Not cultivated.	..	..	..	..	..	..	..
Peas	0 3 9	0 3 9	..	..	0 2 3	0 2 3	..	..	..	..	..	..
Beans (kidney)	1 0 0	1 0 0	1 5 0	1 5 0	2 10 0	2 10 0	3 0 0	3 0 0	2 0 0	2 0 0	£5 to £7	..
Buckwheat	12 10 0	12 10 0	15 18 0	15 18 0	12 10 0	12 10 0	20 0 0	20 0 0	15 0 0	15 0 0	..	..
Hay (100 bundles of 16lb.), average	22 10 0	22 10 0	17 10 0	17 10 0	20 0 0	20 0 0	12 0 0	12 0 0	10 0 0	10 0 0	..	..
A good Cart-horse ..	13 10 0	13 10 0	15 0 0	15 0 0	18 0 0	18 0 0	..	..	10 0 0	10 0 0	..	..
A useful Riding-horse ..	9 0 0	9 0 0	0 10 0	0 10 0	9 0 0	9 0 0	..	..	4 10 0	4 10 0	£8 to £12	..
A yoke of Oxen	{ Canadian, 60s to 80s English, £6 to £12 10s }		{ per head per head }		{ 5 0 0 1 15 0 }		{ £5 to £10 .. }		{ 1 10 0 0 7 0 }		..	..
A good Milch-cow ..	2 0 0	2 0 0	4 0 0	4 0 0	5 0 0	5 0 0	..	..	7 10 0	7 10 0	..	..
A Breeding-sow	0 15 0	0 15 0	1 18 10	1 18 10	1 15 0	1 15 0	..	..	Not used.	Not used.	..	..
Pigs	4 10 0	4 10 0	0 10 7	0 10 7	0 4 6	0 4 6	..	..	2 10 0	2 10 0	..	..
A Cart of the descrip- tion used by farmers ..	10 7 0	10 7 0	8 5 8	8 5 8	7 10 0	7 10 0	5 0 0	5 0 0	1 10 0	1 10 0	..	..
A Wagon, ditto, ditto ..	5 8 0	5 8 0	15 0 0	15 0 0	10 0 0	10 0 0	10 0 0	10 0 0	2 10 0	2 10 0	..	..
A Plough, ditto, ditto ..	2 0 6	2 0 6	2 8 7	2 8 7	2 10 0	2 10 0	3 0 0	3 0 0	1 10 0	1 10 0	..	..
A Harrow	1 7 0	1 7 0	1 17 0	1 17 0	1 10 0	1 10 0	..	..	2 0 0	2 0 0	..	..
A Country Plough ..	2 9 6	2 9 6	..	..	2 0 0	2 0 0	1 10 0	1 10 0	3 0 0	3 0 0	..	..
Sled for winter .....	..	..	..	..	3 10 0	3 10 0	2 10 0	2 10 0	..	..	..	..

* The prices for the Upper Division of Canada are the average of the different returns.

TABLES

OF INLAND TRAVELLING FROM NEW YORK,

AND

RATES OF FARES.

COMPILED BY MESSRS. TAPSCOTT, NEW YORK.

TO CANADA, VIA OSWEGO.

CANAL AND STEAMBOAT.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.
			dols. c.	s. d.
Wellington	490 to 550 miles.	Six to eight days.	4 25	17 9
Coburg and Port Hope			4 25	17 9
Bond Head and Darlington ..			4 50	18 9
Whitby and Toronto			4 50	18 9
Hamilton and Niagara			5 0	20 10
Queenston and Lewiston			5 0	20 10

100 pounds baggage allowed free on the lake and river, and 40 on the canal. The Rochester route is far more preferable, having a daily communication by railroad and steamboat to Canada.

TO CANADA, VIA ROCHESTER.

RAILROAD AND STEAMBOAT.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.
		days.	dols. c.	s. d.
Coburg and Port Hope	490 to 560 miles.	2½	6 11	25 6
Bond Head and Darlington ..		2	6 36	26 6
Whitby		2½	6 36	26 6
Toronto		2½	6 36	26 6
Hamilton		2½	6 86	28 6
Queenston		3	7 11	29 8

100 pounds baggage free. Children under twelve years, half-price. Infants free.

TO CANADA, VIA ROCHESTER.

CANAL AND STEAMBOAT.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.
			dols. c.	s. d.
Coburg and Port Hope	490 to 560 miles.	Six to eight days.	3 75	15 8
Bond Head and Darlington ..			4 0	16 8
Whitby			4 0	16 8
Toronto			4 0	16 8
Hamilton			4 50	18 9
Queenston			4 75	19 10

100 pounds free on the lake and river, and 40 pounds on the Erie canal. Children under twelve years, half-price.

TO LAFAYETTE, INDIANA.

BY RAILROAD, STEAMBOAT, AND WABASH CANAL.

NEW YORK to	Distance.	Time.	FARE.		FARE.	
	miles.	days.	American Currency.		English Currency.	
Toledo, Ohio	806	4	dols.	c.	s.	d.
Maumee, "	814	4½	8	50	35	5
Waterville, "	821	4½	8	75	36	5
Otsego, "	826	4½	9	0	37	6
Providence, "	831	4½	9	12½	38	0
Damascus, "	839	4½	9	25	39	6
Napoleon, "	845	4½	9	50	39	7
Florida, "	853	4½	9	75	40	8
Independence, "	859	4½	9	75	40	8
Defiance, "	863	5	9	87½	41	2
Juncton, "	872	5	10	0	41	8
Antwerp, "	883	5½	10	25	42	9
State line, Indiana	888	5½	10	25	42	9
Fort Wayne, "	909	5½	10	50	43	9
Huntington, "	934	5½	11	0	45	10
Largo, "	946	6	11	25	46	10
Logansport, "	987	6½	11	75	49	0
Lockport, "	1001	6½	12	0	50	0
Delhi, "	1009	7	12	0	50	0
Lafayette, "	1028	7½	12	50	52	1

160 pounds free on lake and river, and 50 pounds on the Wabash canal to each passenger over eight years old, which constitutes a full passenger on the Wabash canal. The above rates are for cabin passengers from Toledo to Lafayette, which is the only comfortable mode of travelling on the canal.

TO GALENA, VIA PHILADELPHIA.

BY RAILROAD, STEAMBOAT, AND CANAL.

NEW YORK to	Distance.	Time.	FARE.		FARE.	
	miles.		American Currency.		English Currency.	
Philadelphia, Pennsylvania....	87	8 hours.	dols.	c.	s.	d.
Pottsville, "	200	2 days.	2	25	9	0
Columbia, "	168	1½	6	0	25	0
Harrisburg, "	194	2½	4	0	16	8
Hollidaysburg, "	340	4½	4	25	17	9
Johnstown, "	377	5	6	0	25	0
Pittsburg, "	480	6½	6	0	25	0
Steubenville, Ohio	550	7	7	50	31	3
Wheeling, Virginia	573	7	9	0	37	6
Marietta, Ohio	654	7½	9	0	37	6
Parkersburg, Virginia	666	7½	9	75	40	8
Portsmouth, Ohio	831	8½	9	75	40	8
Cincinnati, "	937	8½	10	50	43	9
Louisville, Kentucky	1068	9½	10	75	44	9
Shawneetown, Illinois	1330	10½	11	75	49	0
St. Louis, Missouri	1620	12½	12	75	53	2
Alton, Illinois	1643	12½	13	0	54	2
Quincy, "	1794	13½	14	0	58	4
Nauvoo, "	1800	13½	14	0	58	4
Galena, "	2025	14½	15	50	64	7
Dubupue, "	2051	14½	16	0	66	8
			16	0	66	8

50 pounds baggage free on the railroad, and 100 pounds on the Ohio and Mississippi rivers to each full passenger. Children under twelve years, half-price. Infants free. Passengers proceeding to Pittsburg, or any places on the Ohio or Mississippi rivers, can also proceed by railroad and steamboat to Erie, thence by canal to Beaver.

To BUFFALO—BY RAILROAD AND STEAMBOAT.

NEW YORK to	Distance.	Time.	FARE. American Currency.		FARE. English Currency.	
	miles.		dols.	c.	s.	d.
Utica	250	Through in about 48 hours.	2	6	8	9
Syracuse	311		2	92	12	6
Auburn	360		3	36	14	0
Rochester	411		4	61	19	4
Buffalo	503		5	50	22	1

By this route the emigrant saves six or eight days. 100 pounds baggage free,
TO GALENA, ILLINOIS, VIA BUFFALO AND BEAVER.

NEW YORK to	Distance.	Time.	FARE. American Currency.		FARE. English Currency.	
	miles.	days.	dols.	c.	s.	d.
Erie	600	8½	4	50	18	7
Beaver	740	9	6	50	27	0
Pittsburgh	770	10	7	0	29	4
Portsmouth	1,070	12	8	0	38	4
Cincinnati	1,170	12½	8	50	35	2
Louisville	1,310	13	9	50	39	4
St. Louis	1,840	14½	11	0	45	6
Alton	1,860	14½	11	50	47	7
Illinois River	1,876	14½	11	75	48	10
Hannibal	1,960	14½	12	0	49	8
Quincy	1,980	15	12	25	50	9
Warsaw	2,000	15	12	50	51	10
Nauvoo	2,020	15½	12	50	51	10
Fort Madison	2,030	15½	13	50	56	3
Burlington	2,060	15½	13	75	57	3
Peru	2,080	16	14	0	58	4
Iowa River	2,090	16	14	50	60	5
Galena	2,220	17	15	0	62	6

The time by this route can be reduced to any point, about six days, 12a. 6d. sterling
extra, by taking the railroad from Albany to Buffalo.

To PORTSMOUTH, OHIO—BY RAILROAD AND STEAMBOAT.

NEW YORK to	Distance.	Time.	FARE. American Currency.		FARE. English Currency.	
	miles.	days.	dols.	c.	s.	d.
Cleveland	700	3	8	0	33	4
Akron	738	3½	8	38	35	0
Clinton	752	3½	8	63	36	0
Bolivar	780	4	9	0	37	6
Lockport	797	4½	9	0	37	6
Port Washington	812	4½	9	25	38	6
Roscoe	835	5	9	50	39	6
Webbsport	849	5½	9	63	40	0
Zanesville	867	5½	9	75	40	8
Newark	876	5½	9	88	41	2
Millersport	891	5½	10	0	41	8
Carroll	904	5½	10	12½	42	2
Columbus	932	6	10	38	43	2
Circleville	937	6	10	38	43	2
Chillicothe	958	6½	10	63	44	3
Waverly	978	6½	11	0	45	10
Jasper	984	6½	11	12½	46	4
Portsmouth	1,010	7	11	50	47	11

By the railroad 100 pounds baggage is free, besides a saving of six or eight days.

TO PORTSMOUTH, OHIO.

BY STEAMBOAT AND CANAL.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.	
	miles.	days.	dols. c.	s.	d.
Cleveland	700	9	5 50	23	0
Akron	738	9½	6 0	25	0
Clinton	752	9½	6 0	25	0
Bolivar	780	10	6 75	28	2
Lockport	797	10½	7 0	29	2
Port Washington	812	10½	7 25	30	3
Roscoe	835	11	7 50	31	3
Webbsport	849	11½	7 56	31	6
Zanesville	867	11½	7 62½	31	9
Newark	876	11½	7 70	32	1
Millersport	891	11½	7 75	32	3
Carroll	904	11½	7 87½	32	10
Columbus	932	12	8 0	33	4
Circleville	936	12	8 0	33	4
Chillicothe	953	12½	8 25	34	5
Waverly	978	12½	8 50	35	5
Jasper	984	12½	8 62½	36	0
Portsmouth	1,010	13	8 75	36	6

100 pounds baggage free to each full passenger on the lake and rivers, and 40 pounds on the Erie canal. 50 pounds on the Ohio canal to all passengers over eight years, which constitutes a full passenger. Infants free.

TO CHICAGO.

BY RAILROAD AND STEAMBOAT.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.	
	miles.	days hours	dols. c.	s.	d.
Albany	145	0 12	0 50	2	1
Utica	255	0 18	2 6	8	6
Syracuse	316	1 0	2 92	12	6
Auburn	365	1 3	3 36	14	0
Rochester	415	1 6	4 61	19	4
Buffalo	508	1 8	5 50	22	11
Erie	600	2 12	7 50	31	3
Ashtabula	650	2 12	7 50	31	3
Cleveland	700	3 0	7 75	32	4
Black River	720	3 0	8 25	34	5
Huron	740	3 6	8 25	34	5
Sandusky	755	3 6	8 25	34	5
Maumee and Monroe	780	3 12	8 25	34	5
Detroit	825	4 0	8 25	34	5
Sandwich, Upper Canada	825	4 0	8 25	34	5
Mackinaw and Green Bay	1,474	6 0	10 0	41	8
Milwaukee and Racine	1,480	6 0	10 0	41	8
Chicago	1,520	6 12	10 0	41	8

By this route at least seven days are saved, besides freight on baggage. 100 pounds baggage free to Albany, and the same on the lakes. Children under twelve years, half-price. Infants free. The above time can generally be depended on.

TO CHICAGO.
BY STEAMBOAT AND CANAL.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.
	miles.	days.	dols. c.	s. d.
Albany, N. Y.	145	$\frac{1}{2}$	0 50	2 1
Utica	255	2	1 0	4 2
Syracuse	316	$3\frac{1}{2}$	1 25	5 5
Rochester, N. Y.	415	$5\frac{1}{2}$	1 50	6 3
Lockport, "	478	$6\frac{1}{2}$	2 0	8 4
Buffalo, "	508	$7\frac{1}{2}$	2 0	8 4
Erie, Pa.	600	$8\frac{1}{2}$	4 0	16 8
Ashtabula	660	$8\frac{1}{2}$	4 50	18 9
Cleveland	700	9	4 75	19 9
Black River	720	9	5 0	20 10
Huron and Sandusky	740	$9\frac{1}{2}$	5 0	20 10
Maumee and Monroe	780	$9\frac{1}{2}$	5 0	20 10
Detroit and Sandwich	825	10	5 0	20 10
Mackinaw	1,474	12	9 0	37 6
Green Bay	1,474	12	9 0	37 6
Milwaukee and Racine	1,480	14	9 0	37 6
Southport and Chicago	1,520	14	9 0	37 6

TO CINCINNATI, OHIO.

BY RAILROAD, STEAMBOAT, AND WABASH AND MIAMI CANAL.

NEW YORK to	Distance.	Time.	FARE. American Currency.	FARE. English Currency.
	miles.	days.	dols. c.	s. d.
Toledo	805	4	7 75	32 4
Maumee	814	4	8 0	33 4
Waterville	821	$4\frac{1}{2}$	8 0	33 4
Providence	831	$4\frac{1}{2}$	8 25	34 5
Napoleon	845	$4\frac{1}{2}$	8 50	35 5
Independence	859	$4\frac{1}{2}$	8 75	36 6
Junction	872	5	9 0	37 6
St. Mary's	920	$5\frac{1}{2}$	9 75	40 8
Bremen	928	$5\frac{1}{2}$	9 75	40 8
Berlin	934	6	9 75	40 8
Lockport	951	$6\frac{1}{2}$	10 0	41 8
Lorimer's Feeder	954	$6\frac{1}{2}$	10 0	41 8
Piqua	957	$6\frac{1}{2}$	10 0	41 8
Troy	966	$6\frac{1}{2}$	10 0	41 8
Tippecanoe	973	$6\frac{1}{2}$	10 0	41 8
Dayton	987	$6\frac{1}{2}$	10 25	42 9
Alexanderville	995	$6\frac{1}{2}$	10 50	43 9
Franklin	1,005	7	10 75	44 9
Hamilton	1,027	$7\frac{1}{2}$	11 0	45 10
Cincinnati	1,052	$7\frac{1}{2}$	11 50	48 0

100 pounds baggage free on the river, and 50 pounds on the Wabash and Miami canal to each passenger over eight years, which constitutes a full passenger on the Wabash canal. The above rates are for cabin passage from Toledo to Cincinnati.

MISCELLANEOUS.

PASSAGES TO WHICH COLONIES GRANTED.—The commissioners are enabled to grant passages to those colonies only which provide the necessary funds for the purpose. These funds, which in the Australian colonies are derived from sales or rents of crown lands, are intended not for the purposes of relief to persons in this country, but to supply the colonists with the particular description of labour of which they stand most in need. New South Wales and South Australia are at present the only colonies which supply the means for emigration.

I. PASSAGES TO AUSTRALIA.

The following are the conditions under which emigrants are to be selected for passages to the Australian colonies, when there are funds available for the purpose:—

Qualifications of Emigrants.

1. The emigrants must be of those callings which, from time to time, are most in demand in the colony. They must be sober, industrious, and of general good moral character, of all of which decisive certificates will be required. They must also be in good health, free from all bodily or mental defects, and the adults must in all respects be capable of labour, and going out to work for wages. The candidates most acceptable are young married couples without children.
2. The separation of husbands and wives, and of parents from children under 18 will in no case be allowed.
3. Single women cannot be taken without their parents, unless they go under the immediate care of some near relatives.
4. Single men cannot be taken except in a number not exceeding that of the single women by the same ship.
5. Persons who intend to buy land, or to invest capital in trade, or who are in the habitual receipt of parish relief, or who have not been vaccinated or had the smallpox, or whose families comprise more than three children under 10, cannot be accepted.

Application and Approval.

6. Applications must be made to the commissioners in a form to be obtained at their office, to be duly filled up and attested, as explained in the form itself. The filling up of the form, however, confers no claim to a passage, and implies no pledge that the candidates, though apparently within the regulations, will be accepted.
7. If approved of, the applicants will receive a printed "Approval Circular," calling for the contribution required by article 8, and pointing out how it is to be paid. After it is paid, they will, as soon as practicable, receive an embarkation order (which is not transferable), naming the ship in which they are to embark, and the time and place of joining her.

Payments towards Passages.

8. The contributions above mentioned, out of which the commissioners will provide bedding and mess utensils, &c., for the voyage, will be as follows:—

CLASSES.	AGE.		
	Under 40.	40 and under 50.	50 and upwards.
I. Married agricultural labourers, shepherds, herdsmen, and their wives, and children under 18; also female domestic and farm servants..... per head	£ 1	£ 5	£ 11
II. Single men between 18 and 36 of any of the above callings, and whether part of a family or not.... each	2	..	..
III. Country mechanics, such as blacksmiths, bricklayers, carpenters, masons, sawyers, wheelwrights, and gardeners, and their wives; also females of the working class, not being domestic or farm servants—(when they can be taken) per head	5	8	15
IV. Children under 18	1	..	..
But if there be more than two children under 12 in any family, at the time of embarkation, for each additional child there must be paid, instead of £1	4	..	..

The expense of reaching the port of embarkation must also be paid by the emigrants

Cautions to Applicants.

9. No preparations must on any account be made by the applicants, either by withdrawing from employment or otherwise, until they receive the "Approval Circular." Applicants who fail to attend to this warning will do so at their own risk, and will have no claim whatever on the commissioners.

10. The selecting agents of the board have no authority to promise passages in any case, nor to receive money. If, therefore, applicants wish to make their payments through the agents, instead of in the manner pointed out in the "Approval Circular," they must understand that they do so at their own risk, and that the commissioners will be in no way responsible.

11. Should any signatures attached to an applicant's paper prove to be not genuine, or should any false representations be made in the papers, not only will the application be rejected, but the offenders will be liable, under the *Passengers' act*, 12 and 13 Vic., cap. 38, to a penalty not exceeding £50.

12. Should any applicants be found on personal examination at the depot, or on board, to have made any mis-statement in their papers, or to have any infectious disorder, or otherwise not to be in a fit state of health to embark, or to have any mental or bodily defect likely to impair their usefulness as labourers, or to have left any of their young children behind, or to have brought with them more children than are mentioned in their application form, or expressly sanctioned by the commissioners, or to have attempted any deception whatever, or evasion of these rules, they will be refused admission on board the ship; or if embarked, will be landed without having any claim on the commissioners.

13. If applicants fail to attend at the appointed time and place for embarkation, without having previously given to the commissioners timely notice and a satisfactory reason; or if they fail to proceed in the ship, or are rejected for any of the reasons specified in the preceding article, they will forfeit out of their contributions the sum of £2 for each person, and will have no claim to a passage at any future time.

Outfit, &c.

14. The commissioners supply provisions, medical attendance, and cooking utensils at their depot, and on board the ship. Also new mattresses, bolsters, blankets, and counterpanes, canvas bags to contain linen, &c., knives and forks, spoons, metal plates, and drinking mugs, which articles will be given after arrival in the colony to the emigrants who have behaved well on the voyage.

15. The emigrants must bring their own clothing, which will be inspected at the port by an officer of the commissioners, and they will not be allowed to embark unless they have a sufficient stock for the voyage, not less for each person than—*For Males.* Six shirts, six pairs stockings, two ditto shoes, two complete suits of exterior clothing. *For Females.* Six shifts, two flannel petticoats, six pairs stockings, two ditto shoes, two gowns, with sheets, towels, and soap. But the larger the stock of clothing, the better for health and comfort during the voyage, which usually lasts about four months, and as the emigrants have always to pass through very hot and very cold weather, they should be prepared for both; two or three serge shirts for men, and flannel for women and children, are strongly recommended.

16. The emigrants should take out with them the necessary tools of their trades that are not bulky. But the whole quantity of baggage for each adult must not measure more than twenty cubic or solid feet, nor exceed half a ton in weight. It must be closely packed in one or more boxes, but no box must exceed in size ten cubic feet. Large packages and extra baggage, if it can be taken at all, must be paid for. Mattresses and feather beds will in no case be taken.

17. On arrival in the colony, the emigrants will be at perfect liberty to engage themselves to any one willing to employ them, and to make their own bargain for wages; but if they quit the colony within four years after landing, they must repay to the colonial government a proportionate part of their passage money, at the rate of £3 per adult, for each year wanting to complete four years' residence.

18. All applications should be addressed, post-paid, to S. Walcott, Esq., No. 9, Park-street, Westminster.

II. PASSAGES TO THE CAPE OF GOOD HOPE.

The regulations and conditions under which labourers are selected for passages to the Cape when there are funds available for the purpose, are substantially the same as those given above for the Australian colonies, except that the payments and outfits are somewhat less.

The usual length of the voyage to the Cape of Good Hope is about seventy days.

AID TO EMIGRANTS UNDER THE SANCTION OF THE POOR-LAW BOARD.

The Poor-law commissioners are enabled under two statutes, 4 and 5 Will. IV., c. 76, and 11 and 12 Vic., c. 110, to sanction the application of parochial funds towards the emigration of poor persons. The first of these acts is confined in its operation to parishes, and to the poor having settlements therein; but the second (sec. 5) empowers unions to aid the emigration of poor persons not having settlements, but yet rendered irremovable by law.

By the 62nd section of the first act, called the Poor-law Amendment act, parishes are empowered to raise or borrow money for defraying or contributing towards the expenses of the emigration of poor persons having settlements in such parishes. This money is to be charged on the poor-rates: it is not in any one year to exceed half the yearly average of the rate for the three preceding years, and when borrowed, it is to be repaid within five years.

In order to enable parishes to raise these funds, there must first be a meeting of the ratepayers, and of duly registered owners of property in the parish; of this meeting notices, specifying clearly and fully its object, must be affixed, before divine service on or near the doors of all the churches and chapels within the parish. Three clear days must elapse after the posting of such notices before the meeting can be legally held: the meeting must be conducted as ordinary vestry meetings, and a resolution, to be afterwards confirmed by the Poor-law commissioners, must be passed either for raising a sum of money, to be paid at once out of the poor-rate, or for borrowing a sum to be charged on the current and future rates.

This course should be pursued where it is proposed to expend a large sum of money upon emigration. But a more compendious mode is provided by the 12th and 13th Vic., c. 110, s. 20, which empowers the guardians of any parish or union to expend money to the amount of £10, upon the emigration of any poor person belonging to the parish or to any parish in the union, without the necessity of a parochial meeting to give their consent. But a majority of the guardians of the parish of the settlement must express their concurrence in writing in the resolution of the board of guardians for such expenditure, which written concurrence must be transmitted to the Poor-law board, who are to issue their order to confirm the resolution.

The 13th and 14th Vic., c. 101, s. 4, enables boards of guardians to procure the emigration of orphan or deserted children under sixteen having no settlement, or whose settlement is unknown. But it requires that no emigration of any such orphan or deserted child shall take place without the consent of such child given in petty session, and unless a certificate thereof under the hands of two justices shall have been transmitted to the Poor-law board.

The funds raised are required, by the confirming order issued in each case by the Poor-law commissioners, to be applied by the guardians, subject to the following conditions:—

1. The party emigrating shall go to some British colony not lying within the tropics.

2. The guardians may expend a sum not exceeding 3d. a mile in conveying each emigrant above seven years of age to the port of embarkation, and a sum not exceeding 1d. a mile in conveying each child under seven years of age.

3. The guardians may give to each emigrant, the place of whose destination shall not be eastward of the Cape of Good Hope, clothing to the value of £1, and may also expend a sum not exceeding 10s. for each emigrant in the purchase of bedding and utensils for the voyage.

4. The guardians may give to each emigrant proceeding to the Cape of Good Hope, clothing to the value of £2, and to each emigrant to places eastward of the Cape of Good Hope clothing to the value of £2 10s.; and in either case may expend a sum not exceeding £1 for each person above fourteen, and 10s. for every child above one and under fourteen years of age, and in cases of free emigration £2 for every single man above eighteen years of age, in the purchase of bedding and utensils for the voyage.

5. If the emigrant be not conveyed by or under the authority of her Majesty's government to the place of destination, or provision be not otherwise made in a manner satisfactory to the Poor-law commissioners for the maintenance of such emigrant on arrival at such place, a contract to be approved by the commissioners shall be entered into for securing a sum of money to be supplied to the emigrant on arrival, according to the following scale:—

To each person exceeding fourteen years of age £1 0 0

To each person not exceeding fourteen years of age 0 10 0

6. If the emigrant be not conveyed by or under the authority of her Majesty's government to the place of destination, and the cost, or any part thereof, of conveying the emigrant from the port of embarkation to such place shall be defrayed from the fund above directed to be provided, a contract shall be entered into for conveying the emigrant to such place, to be approved of by the said commissioners.

ABSTRACT OF ORDER IN COUNCIL FOR PROMOTING ORDER AND HEALTH IN PASSENGER SHIPS TO ANY OF HER MAJESTY'S POSSESSIONS ABROAD.

1. Every passenger to rise at 7 A.M., unless otherwise permitted by the surgeon; or, if no surgeon, by the master.
2. Breakfast from 8 to 9 A.M., dinner at 1 P.M., supper at 6 P.M.
3. The passengers to be in their beds at 10 P.M.
4. Fires to be lighted by the passengers' cook at 7 A.M., and kept alight by him till 7 P.M.; then to be extinguished, unless otherwise directed by the master, or required for the use of the sick.
5. The master to determine the order in which the passengers shall be entitled to the use of the fires for cooking. The cook to take care that this order is preserved.
6. Three safety lamps to be lit at dusk; one to be kept burning all night in the main hatchway, the two others may be extinguished at 10 P.M.
7. No naked light to be allowed at any time, or on any account.
8. The passengers, when dressed, to roll up their beds, to sweep the decks (including the space under the bottom of the berths), and to throw the dirt overboard.
9. Breakfast not to commence till this is done.
10. The sweepers for the day to be taken in rotation from the males above fourteen, in the proportion of five for every one hundred passengers.
11. Duties of the sweepers to be to clean the ladders, hospitals, and round houses, to sweep the decks after every meal, and to dry holy-stone and scrape them after breakfast.
12. But the occupant of each berth to see that his own berth is well brushed out; and single women are to keep their own compartment clean in ships where a separate compartment is allotted to them.
13. The beds to be well shaken and aired on deck, and the bottom boards, if not fixtures, to be removed and dry-scrubbed and taken on deck, at least twice a-week.
14. Two days in the week to be appointed by the master as washing days, but no clothes to be washed or dried between decks.
15. The coppers and cooking vessels to be cleaned every day.
16. The scuttles and stern ports, if any, to be kept open (weather permitting) from 7 A.M. to 10 P.M., and the hatches at all hours.
17. Hospitals to be established, with an area, in ships carrying one hundred passengers, of not less than 48 superficial feet, with two or four bed-berths, and in ships carrying two hundred passengers, of not less than 120 superficial feet, with six bed-berths.
18. On Sunday the passengers to be mustered at 10 A.M., when they will be expected to appear in clean and decent apparel. The day to be observed as religiously as circumstances will admit.
19. No spirits or gunpowder to be taken on board by any passenger. Any that may be discovered to be taken into the custody of the master till the expiration of the voyage.
20. No loose hay or straw to be allowed below.
21. No smoking to be allowed between decks.
22. All gambling, fighting, riotous or quarrelsome behaviour, swearing, and violent language to be at once put a stop to. Swords, and other offensive weapons, as soon as the passengers embark, to be placed in the custody of the master.
23. No sailors to remain on the passenger deck among the passengers except on duty.
24. No passenger to go to the ship's cookhouse without special permission from the master, nor to remain in the forecabin among the sailors on any account.

RULES FOR REMITTING MONEY THROUGH THE EMIGRATION COMMISSIONERS, TO ASSIST EMIGRANTS ON ARRIVAL IN BRITISH NORTH AMERICA.

With a view to afford facilities to landlords and other persons desirous of providing for the assistance of emigrants after their arrival in British North America, the emigration commissioners will be ready to receive and remit money for that purpose to the government emigration agents in the North American colonies, under the following conditions:—

1. That the sum deposited by any one person be not less in amount than £10.
2. That it be remitted or paid "to the account of the colonial land and emigration commissioners, at the bank of England, and notice thereof forwarded, at the same time, to the commissioners."

Persons residing in those parts of the country where there are banks in correspondence with the bank of England—such as branches of that bank, the bank of Ireland or its branches—will probably find the following the most convenient mode of making the remittance, viz., to obtain at such banks an order for the money, payable to the "account of the colonial land and emigration commissioners, at the bank of England," which order can then be remitted direct to the commissioners.

3. When the commissioners shall have ascertained that the money has been placed to their account at the bank, they will furnish to the depositor two copies of a list certifying the fact.

4. The depositor must insert in the list the required particulars respecting the persons for whose benefit the money is deposited; and the manner in which it is to be expended in the colony—whether wholly in cash, or partly in cash—and partly in providing the emigrants with provisions and conveyance to the district where either they may have friends or be most likely to obtain employment.

It must be distinctly understood that the commissioners do not engage to effect purchases of land, or otherwise to invest or retain the money for the benefit of individuals, but simply to instruct the government agents in the North American colonies to apply it to the immediate use of the people after their arrival, either in the mode directed by the depositor, or, in the absence of such directions, in the manner which the agents may deem most advantageous for the emigrants.

The list must be made out in duplicate, and signed by the depositor, and if the emigrants embark at a port where there is a government emigration officer, both parts must be sent to that officer, and be posted in time for him to receive them at least 24 hours before the day appointed for the sailing of the ship in which the emigrants' passage may have been secured. [A list of the ports at which there are emigration officers is inserted in the next page.]

If the emigrants embark at a port where there is no emigration officer, the lists, when made out and signed by the depositor, must be addressed to the principal officer of customs at the port of embarkation, and posted as before mentioned.

5. When the emigrants have embarked, they will be mustered on board by the government emigration officer, or, in his absence, at ports where there is no such officer, by the officer of customs, who will sign the lists, and forward by the ship one copy, sealed and addressed to the government immigration agent at the port of destination. The other copy he will forthwith transmit to this board direct.

6. As soon as the duplicate list is received at this board, the commissioners will transmit it to the government immigration agent at the port of destination, with the requisite instructions, to insure the proper application of the money. The agents will also be instructed to forward to this board a periodical and detailed statement, showing in what manner the sums they may have received have in each case been expended. It may here be stated that, owing to the various rates of exchange, a given sum will not always produce the same amount of colonial currency, but the sum to be received in the colony will in all cases exceed, in nominal amount, the sum deposited in this country.

7. The present plan can obviously be only made available in the cases of emigrants proceeding to those places in British North America where there are immigration agents, viz.:—

CANADA—Québec A. C. Buchanan, Esq.
 NEW BRUNSWICK—St. John M. H. Perley, Esq.

ROUTE FROM MONTREAL TO BOSTON AND NEW YORK.

ROUTE.		Distance.	Fare.
By the Champlain and St. Lawrence Railroad Company, daily:—		Miles.	
To St. John's, by steamer and railroad (twice a day)		25	2s. 6d.
To Burlington, Vermont, by steamer		100	6s 3d.
To Whitehall, by steamer		150	10s.
To Troy and Albany, via Whitehall		250	12s. 9d.
To New York,		390	16s. 3d.
To Boston, via Burlington		320	30s.

HINTS TO EMIGRANTS TO AUSTRALIA.

OUTFIT.—The following is a list of the principal articles required; but it cannot be too strongly impressed, as a general rule, that the more abundant the stock of clothing each person can afford to take, the better for health and comfort during the passage:—

SINGLE MAN'S OUTFIT TO AUSTRALIA.—2 beaver-teen jackets, 1 to be warm-lined; 2 beaver-teen trowsers, 1 to be warm-lined; 1 waistcoat with sleeves, to be warm-lined; 1 waistcoat without sleeves; 2 duck frocks; 2 duck trowsers; 1 Scotch-cap or thresher's hat; 1 Brazil straw hat; 6 striped cotton shirts; 1 pair of boots; 1 pair of shoes; 4 handkerchiefs; 4 worsted hose; 2 cotton hose; 1 pair braces; 3 towels; razor, shaving-box, and glass.

SINGLE WOMAN'S OUTFIT TO AUSTRALIA.—1 warm cloak, with a cape; 2 bonnets; 1 small shawl; 1 stuff dress; 2 print ditto; 6 shifts; 2 flannel petticoats; 1 stuff ditto; 2 twill cotton ditto; 1 pair of stays; 4 pocket handkerchiefs; 2 net ditto for neck; 3 caps; 4 night caps; 4 sleeping jackets; 2 black worsted hose; 4 cotton ditto; 2 pairs of shoes; 6 towels.

Each person would also require, 1 knife and fork, 1 deep tin plate, 1 pint tin drinking-mug, 1 table-spoon, 1 tea-spoon; 2 lbs. of marine soap; 1 comb and hair brush; 1 pair of sheets; 2 pots of blacking; and also the following articles; of which however a married couple require only one set—2 shoe brushes; 1 pair of blankets; 1 counterpane; 1 strong chest, with lock.

Cost of above outfit for a single man about £4 10s.; ditto, ditto, single woman, £5; ditto, ditto, married couple, £9.

The cost of an outfit for children varies with their size. Generally speaking, three children under 7, or two between that age and 14, may be clothed for about £5; but a well grown girl or boy of 13 years of age will cost nearly as much as an adult.

GOVERNMENT EMIGRATION OFFICERS IN THE UNITED KINGDOM.

Lieutenant Lean, R.N., emigration officer; G. Ramsden, Esq., R.N., and P. P. Cotter, Esq., R.N., assistants. Office, 70 Lower Thames-street, London.

Lieutenant Hodder, R.N., emigration officer; Lieutenant Prior, R.N., and Lieutenant Higgins, R.N., assistants. Office, Stanley-buildings, Bath-street, Liverpool.

Lieutenant Carew, R.N., Plymouth.

Captain Patey, R.N., Glasgow and Greenock.

Lieutenant Henry, R.N., Dublin.

Lieutenant Stark, R.N., Belfast.

E. A. Smith, Esq., R.N., Londonderry.

Lieutenant Saunders, R.N., and Lieutenant Moriarty, R.N., Sligo, Donegal, Ballina, &c.

Commodore Ellis, R.N., emigration officer; Capt. Fitzgerald, assistant, Limerick, &c.

Lieutenant Friend, R.N., Cork, &c.

Captain Kerr, R.N., Waterford and New Ross.

These officers act under the immediate directions of the Colonial Land and Emigration Commissioners, and the following is a summary of their duties:—

They procure and give gratuitously any information as to the sailing of ships, and means of accommodation for emigrants; and whenever applied to for that purpose, they see that all agreements between shipowners, agents, or masters, and intending emigrants are duly performed. They also see that the provisions of the Passengers' act are strictly complied with, viz., that passenger-vessels are sea-worthy, that they have on board a sufficient supply of provisions, water, medicines, &c., and that they sail with proper punctuality.

They attend personally at their offices on every week day, and afford gratuitously all the assistance in their power to protect intending emigrants against fraud and imposition, and to obtain redress where oppression or injury has been practised on them.

GOVERNMENT IMMIGRATION AGENTS IN THE COLONIES.

CANADA:—Quebec, A. C. Buchanan, Esq., chief agent for Eastern (Lower) Canada. Montreal, Mr. Conlan. Toronto, A. B. Hawke, Esq., chief agent for Western (Upper) Canada. Kingston, Anthony Hawke, Esq.

* For use on the voyage, shoes or slippers are much more convenient than boots. The following is a cheap and excellent composition for preserving leather from the bad effects of sea-water:—Lined oil, 1/2 gill; spirit of turpentine, 1 oz.; bees'-wax, 1 oz.; Burgundy pitch, 3 oz.; to be well melted together and kept covered in a gallipot; lay it on boots or shoes, rubbing it in well, and set them in a hot sun, or before the fire.

NEW BRUNSWICK:—*St. John*, M. H. Perley, Esq. *St. Andrew's*, T. Jones, Esq., assistant emigration officer. *Chatham* (Miramichi); *Bathurst*; *Dalhousie*; *Richibucto*;—The deputy treasurers at these ports act as agents for the present. In the other North American Colonies there are no government agents yet appointed.

CAPE OF GOOD HOPE:—*Cape Town*, J. Rivers, Esq. *Port Elizabeth*, Mr. R. Tee, overseer. *Natal*, G. Macleeroy, Esq.

WEST INDIES:—*Jamaica*, D. Ewart, Esq. *British Guiana*, W. Humphrys, Esq. *Trinidad*, Thomas F. Johnston, Esq.

SIERRA LEONE:—R. J. Fisher, Esq., emigration agent for the West Indian Colonies.

NEW SOUTH WALES:—*Sydney*, F. L. S. Mereweather, Esq. *Port Philip*, J. Patterson, Esq.

VAN DIEMEN'S LAND:—*Hobart Town*, Comodore George King. *Launceston*, W. R. Pugh, Esq.

WESTERN AUSTRALIA:—*Perth*, D. D. Wittenoom, Esq.

SOUTH AUSTRALIA:—*Adelaide*, Captain V. Butler.

NEW ZEALAND:—*Auckland*, David Rough, Esq.

The duties of these officers are to afford gratuitously to emigrants every assistance in their power by way of advice and information as to the districts where employment can be obtained most readily, and upon the most advantageous terms, and also as to the best modes of reaching such districts.

CHAPLAINS FOR IMMIGRANTS.

Sydney, Rev. T. W. Bodenham. *Port Philip*, —. *Adelaide*, —. *Cape Town*, Rev. W. A. Newman.

EMIGRATION FROM THE UNITED KINGDOM DURING THE 26 YEARS, FROM 1825 TO 1850 INCLUSIVE.

Years.	North American Colonies.	United States.	Australian Colonies and New Zealand.	All other Places.	Total.
1825	8,741	5,551	485	114	14,891
1826	12,818	7,063	903	116	20,900
1827	12,648	14,526	715	114	28,003
1828	12,084	12,817	1,056	135	26,092
1829	13,307	15,678	2,016	197	31,198
1830	30,574	24,887	1,242	204	56,907
1831	58,067	23,418	1,561	114	83,160
1832	66,339	32,872	3,733	196	103,140
1833	28,808	29,109	4,093	517	62,527
1834	40,060	33,074	2,800	288	76,222
1835	15,573	26,720	1,860	325	44,478
1836	34,226	37,774	3,124	293	75,417
1837	29,884	36,770	5,054	326	72,034
1838	4,577	14,332	14,021	292	33,222
1839	12,658	33,536	15,786	227	62,207
1840	32,293	40,642	15,850	1,958	90,743
1841	38,164	45,017	32,625	2,786	118,592
1842	54,123	63,852	8,534	1,835	128,344
1843	23,518	28,335	3,478	1,881	57,212
1844	22,924	43,660	2,229	1,873	70,686
1845	31,803	58,538	830	2,330	93,501
1846	43,439	82,239	2,347	1,826	129,851
1847	109,680	142,154	4,949	1,487	258,270
1848	31,065	188,233	23,904	4,887	248,089
1849	41,367	219,450	32,091	6,590	299,498
1850	32,961	223,078	16,037	8,773	280,849
Total.	841,701	1,483,325	201,323	39,684	2,566,033

Average annual emigration from the United Kingdom for the last 26 years, 98,693.

THE GOLD-FIELDS OF AUSTRALIA.

IN pages 27 to 32 will be found such a general description of Australia as will be sufficient for the emigrant; but since that description was written, further and larger discoveries of gold have been made, which discoveries have rendered it necessary that we should be more explicit on many points. With regard to the physical geography of the country, the prices, produce, and regulation of land in Australia, and the history of the colonies themselves, it is not our purpose to speak in this division of our Handbook. We propose rather to show the reader where the gold-fields already discovered are to be found, the best means of getting to them, the regulations concerning them, and such other information as may prove serviceable to the intending emigrant.

First, then, as to

THE SITUATION OF THE GOLD-FIELDS OF AUSTRALIA.—By reference to the map it will be seen that the principal districts in which gold has been found, are in connexion with the basin and feeders of the river Murray. This river, which may be called the Mississippi of Australia, has its rise in New South Wales, and empties itself in the ocean at Adelaide in South Australia. The extent of its basin is at present unknown; but its two great arms flow from the mountains; and, uniting at the upper Murray, form an immense lagoon, called Lake Alexandria, which divides itself into several separate streams or sea mouths at Adelaide.

In the district of Victoria (formerly known as Port Philip), Bathurst, and in the various streams flowing from the Snowy Mountains, gold has been found in greater or less quantities; and indeed in the whole south-eastern portion of the island, there is reason to believe that gold abounds in large quantities.

The first discovery of gold was made by Mr. Hargreaves in the early part of 1851; though Sir Roderick Murchison, as long ago as 1845, gave it as his opinion that the precious metals were to be found in Australia; and, as President of the Royal Geographical Society, he alluded to the fact in an address delivered in May of that year. To this conclusion Sir Roderick had come, in consequence of the resemblance which existed between the Australian mountain formations and those of Ural; and so impressed was he with the truth of his supposition, that, in the next year, he addressed the Cornish Miners on the supposed discovery of gold near Bathurst, and urged the propriety of a strict geological examination of the district, which he styled the Australian Cordillera, with a view to the establishment of gold workings. Similar views were also entertained by Col. Holmersen, of St. Petersburg, the Rev. W. B. Clarke, and Mr. F. Ford, of Sydney; but although these opinions obtained extensive publicity, both at home and in Australia, it remained for Mr. Hargreaves to make the actual discovery.

This gentleman, who was a resident of New South Wales, had returned thither from California, where he had acquired considerable experience as a gold finder. Being struck with the resemblance between the Californian and Australian mountain formations, he set about a systematic search for gold; and on the 12th of February, 1851, he was rewarded by the discovery of gold in the streams and sands of the Wellington and Bathurst districts. Thus was Sir Roderick Murchison's prediction verified, and the scientific conclusion, that like geological appearances produce like results, was proved to be correct. As soon as Mr. Hargreaves had made good his discovery at Summerhill Creek, he reported the circumstance to the government, who immediately appointed Mr. Stutchbury, a colonial geologist, to make the necessary examination of the spot. This examination was so far satisfactory as to fully confirm Mr. Hargreaves' discovery. Soon afterwards, some specimens of this gold were shown in the Great Exhibition; and the discoverer was rewarded by the colonial government with a grant of £500, and an appointment of £350 a year.

Although Mr. Hargreaves must be considered as the actual discoverer of gold in Australia, there is little doubt that as early as 1813 the existence of gold in the Bathurst district was suspected. Bathurst is distant, by the post road, about 150 miles from Sydney. It is surrounded by sheep and cattle farms, and is in the midst of a well settled and cultivated country. Thus was the gold of Australia, unlike that of California, found in the midst of civilisation and plenty.

From the upper basin of the Macquarie river, the discoveries of gold speedily widened; till, having embraced the river Turon, on the banks of which the town of Ophir has risen, Lewis Ponds, a tributary of the Macquarie; the Abercrombie river, which flows from Mount Mering through the county of Georgiana; Frederick's Valley, on the estate

of W. C. Wentworth, Esq., about 153 miles from Sydney; the town of Goulburn, which forms the centre of a gold mining district; in the neighbourhoods of Melbourne and Bondi; and even as far south as Seymour and Geelong, on the 7th of February last, the government of New South Wales reported the receipt of "despatches from the Rev. W. B. Clarke, the geologist, announcing the discovery of gold in the Snowy Mountains. Mr. Clarke states that he has found gold in granites in the counties of St. Vincent, Argyle, Murray, Dampier, Wallace, Wellesley, and beyond the boundary on the Victoria (Port Philip) side; also on the basins of the Shoalhaven, the Murrumbidgee, the Hume, and the Snowy Mountains." Besides these, many gold-fields have been discovered, which have not yet received geographical names. The same gentleman also reports the discovery of "an immense field of gold, in the Mitta Mitta River, joining the Murray, and about 60 miles from Albury, and in the territory of Victoria." The reverend writer says, from what he has seen of it, it promised to surpass in richness and extent any gold-field hitherto found in all Australia. The road to the region is said to be good for drays, and there is a never-ending and abundant supply of the purest water in running streams all the year round. Mr. Commissioner Smythe has been ordered up to the locality to survey and report; and the first communication from him will be looked forward to with the greatest interest.

"The Yarra, Plenty, and Dandenong, and Western Port districts," says another writer, "will afford, though not so rich in gold, a field of mineral wealth, unequalled in extent by any country I have seen in the Old World, especially interesting to the geologist, and nationally of much greater importance than the gold districts; but previous to any benefit being derived therefrom, a change must come over the spirit of the government and the public; the gold fever must abate, labour be more abundant, and a disposition to invest capital in large undertakings; moreover, the obstructive policy of the government must be abandoned. To effect these changes, appears at present impossible; but we have seen equal difficulties removed in a moment, and the current year may see Victoria exporting her copper, mercury, and nickel, as well as wool, tallow, and gold.

"Westward we find the same indications of several metals, and on examining the course of the Glenelg we find a mineral district inferior to none. Here the same observations apply; gold may and will be found, but neither in quality nor quantity equal to the Pyrenees."

"I will now make a few speculative observations," says the same informant, "on Gipps Land, which are founded only on specimens of various rocks obtained from thence, and the surrounding geological features already ascertained.

"I do not arrive at the conclusion that the ranges of the Snowy Mountains will afford the richest gold deposit yet discovered; but gold in quartz will be found extensively, but always strongly alloyed with other metals, more particularly silver and copper, and they will not afford those kinds of deposit now worked so easily by the digger; that is to say, to the same extent. There will always be deposits of metals where there has been a great obstruction of metalliferous rock; but the baser metals being more abundant in Gipps Land than the Pyrenees, they will, as a consequence, be more abundant than gold, and more or less combined with it."

Mounts Blackwood and Alexander also afford gold in plenty; this is, says an observer whose experience may be relied on, "another grand discovery of an extensive gold-field. It is situated around Lake Omeo, at the foot of the Australian Alps, near which flows the river Mitta Mitta, which has its source from the Snowy Mountains. You will find the *locus in quo* accurately described on Ham's map. It is within the boundary of Victoria, so that there is another instance of our new colony taking the shine out of the cormorant Sydneyites. Mr. Commissioner Smythe is there; and, although that side of the country had been nearly deserted by its adult male inhabitants, previous to this discovery, there are between four and five hundred diggers at work, whose success is wonderful. The distance from Melbourne is about two hundred and sixty miles from the nearest diggings. The route is to the Fifteen Miles creek, between the Ovens and the Broken River. There is then a dray-road over Chisholm's station, Dr. Mackay's and Barwidgee, to the station of W. Nicholson, Esq. Here the possibility of taking stores by drays ceases, and pack-horses must be resorted to for the remaining thirty miles. The discovery of this rich field of gold was thus made:—Several persons for the last three or four months, had been taking nuggets of gold of a large size to Maneroo for sale, but declined stating from whence it was obtained. The Rev. Mr. Clarke, who has been on a prospecting tour under the auspices of the Sydney government, arrived at the spot, and at once pronounced the important geological fact, that the district of Lake Omeo is the *matrix* of the Australian gold-field, from whence has flowed the auriferous deposits at Mount Alexander and the

other gold regions now so celebrated for their grand results. The Rev. Mr. Clarke has left to make his report to the Sydney government, by whom he is employed; and Mr. Commissioner Smythe is still here, on behalf of the government of Victoria. These facts may be relied upon. Besides other authority, I may mention that of Mr. Nicholson, whose station is on the Mitta Mitta. In the rainy season the gold-field of Lake Omeo will be unapproachable. The conclusion is, that this locality will be the summer diggings, and Mount Alexander the winter diggings. Thus the gold searchers will be a migratory population."

It will be seen that gold has been found in various situations, both in South Australia and New South Wales; and there is reason to believe that the whole dividing range between Sydney and Victoria, known as the Snowy Mountains, with their numerous streams, is one immense gold-field!

The next important consideration is

HOW TO GET TO AUSTRALIA

by the cheapest, best, and shortest route. In the following pages will be found such general directions as will be found useful for the Australian emigrant; and on pages 17 and 87 the cost of the passage by private ship, both with or without provisions is given. With regard to the Government arrangements for forwarding emigrants, the following, as far as they are at present determined on, may be relied on:—

GOVERNMENT EMIGRATION TO AUSTRALIA.

Her Majesty's Colonial Land and Emigration Commissioners having received from New South Wales, Victoria, and South Australia, funds for the promotion of emigration to those colonies, deem it desirable to issue this notice as to the conditions on which passages will, for the present, be granted to persons who may be considered eligible emigrants. But, in so doing, they think it necessary, in the first instance, to point out—that the funds in question are supplied entirely from colonial revenues—that in the administration of them the commissioners act as trustees for the colonies, and are therefore bound to look exclusively to colonial interests—and that it is accordingly their duty, not to consider how distress in this country may be best relieved, but how the largest number of emigrants most suited for the wants of the colony may be procured and sent out. In deciding what classes are most suited to the wants of the colonies, the commissioners are guided by the periodical reports which they receive from the Governments of the respective colonies, and by such instructions as may from time to time be transmitted to them from the colonial authorities, either direct or through the Secretary of State.

REGULATIONS AND INFORMATION.

Qualifications of Emigrants.

1. The colonies in which the commissioners are prepared, *for the present*, to grant passages, are New South Wales,—Victoria (lately that part of New South Wales called Port Philip),—and (to a limited extent) South Australia.

2. The candidates must be sober, industrious, and of general good moral character; on all which points, decisive certificates will be required. They must also be in good health, free from all bodily or mental defects, and the adults must be in all respects capable of labour, and *going out to work for wages*.

3. The candidates most acceptable are female domestic and farm servants between the ages of twenty and thirty, who have been out in service and thoroughly understand their business, and families consisting chiefly of females.

Ineligible Emigrants.

4. Governesses, and females not of the working class, professional men, school-masters, clerks of every description, and, in short, all persons without capital, who are not strictly labourers, are ineligible, and are strongly recommended by the local authorities not to emigrate, as there are already a larger number of persons of these classes in the colonies than can find employment.

5. Families with more than four children under twelve,—widows and widowers with young children,—unmarried females with children,—persons under eighteen without their parents,—persons who intend to buy land or invest capital in trade,—or who are in the habitual receipt of parish relief, and (for the present) single men (unless sons in eligible families, and balanced by young women of good character) cannot be taken. The reasons for declining single men are, that the male sex already greatly preponderates in Australia, and that, being unincumbered, they are

the most likely class to resort to the gold-fields, and thus neutralise the object of paying their passage out of colonial funds. The reasons for declining widows and widowers, and families, with young children, are, because as regards the former class, the children would be left friendless and destitute in a strange land if anything happened to their only parent, and because, as regards the latter class, many young children on board ship increase the risk of disease and mortality, and the parents find a difficulty in obtaining employment on arrival. The separation of husbands and wives, and of parents and young children, will not be allowed.

6. The commissioners, moreover, reserve to themselves an unfettered discretion of selection, and of declining any candidate, although apparently coming within the regulations. No one, therefore, is to consider that by filling up the usual form of application, he acquires any claim, or will necessarily be accepted.

Mode of Applying, &c.

7. Persons who wish to inquire whether they are likely to be accepted, should communicate their ages and callings, and, if married, the number and ages of their children, to the commissioners or to any of their agents appointed in various localities to supply, gratuitously, information and forms to suitable applicants. These agents, however, have no power to promise passages, nor to receive money. If, therefore, applicants wish to make their payments through the agents instead of in the manner pointed out in the "Approval Circular" hereinafter mentioned, they must understand that they do so at their own risk, and that the commissioners will be in no way responsible.

8. When candidates are received by the Board, they will receive a printed "Approval Circular," pointing out how the required contribution is to be paid, before which time no preparation for departure should be made. When the money is paid, an embarkation order, which is not transferable, will be issued, naming a particular ship, and the time and place of embarkation. Before the receipt of this order candidates must not leave their homes.

Scale of Payments.

9. The following is the scale of contributions in force, *for the present*. But to prevent misapprehension it is to be distinctly understood that this scale is liable to modifications from time to time, as the interests of the colonies may seem to demand, and that the rates will be increased when circumstances require it.

CLASSES:	AGE.		
	Under 45.	45 and under 50.	50 and under 60.
I. Married agricultural labourers, shepherds, herdsmen, (and for South Australia, copper miners,) and their wives; also women of the working class per head	£ 1	£ 5	£ 11
II. Married mechanics and artisans (if deemed eligible by the commissioners) and their wives per head	2	6	14
III. Single men, subject to the condition in Article 5 : ....	..	..	..
If accompanying their parents	2	..	..
If not accompanying their parents (when they can be taken)	3	..	..
IV. Children under 14.....per head	10s.	..	..

Outfit, Tools, &c.

10. The emigrants must provide a proper outfit. The smallest quantity for each person is as follows:—

For Males: two complete sets of exterior clothing, six shirts, six pairs of stockings, and two pairs of shoes.

For Females: six shifts, two flannel petticoats, six pairs of stockings, two pairs of shoes, and two gowns, with three sheets for each berth, and four towels and 2 lbs. of soap for each person.

But the larger the stock of clothing the better for health and comfort during the voyage, which usually lasts about four months; and, as the emigrants have always to pass through very hot and very cold weather they should be prepared for both. Two or three serge shirts for men, and flannel for women and children are strongly recommended.

Luggage.

11. Emigrants should take out with them the necessary tools for their trades; but bulky agricultural implements and furniture, especially mattresses and feather beds, cannot be admitted. The whole quantity of baggage for each adult emigrant must not measure more than twenty cubic or solid feet, nor exceed half a ton weight. It must be closely packed in one or more boxes, but no box must exceed in size ten cubic feet.

Evasion of Rules.

12. Any mis-statements, deception, or evasion, of any kind, of the rules, will entail a forfeiture of the money paid and of all claim on the commissioners, and will in some cases, subject the offender to a heavy penalty under the Passengers' Act.

Commissioners Shipping Arrangements, &c.

13. The commissioners engage none but first class vessels, which will proceed in the course of each month, to New South Wales, Victoria, and South Australia. The ships will be despatched from London, Plymouth, and Liverpool, at which ports the commissioners have depôts fitted expressly for the reception of emigrants, who are assembled there previous to embarkation, and are lodged and fed free of charge, from the day named in their embarkation order.

14. In fitting up the ships, the preservation of good order, as well as the comfort of the people, is held in view. The married couples and their young children occupy separate berths in the middle of the vessel, families being kept together; while the single men and the single women are placed in distinct compartments set apart for them at opposite ends of the ship.

15. Besides passages the commissioners provide provisions, and an ample supply of medical comforts, such as arrowroot, sago, preserved meats, stout, wine, preserved milk, &c. to be issued, not as matter of right, but at the discretion of the surgeon. They also provide bedding, mess utensils, new mattresses, bolsters, blankets, and counterpanes, canvas clothes-bags, knives and forks, spoons, and some other necessary articles, which, if the emigrants conduct themselves properly during the voyage, are given to them at its termination.

16. The commissioners appoint a surgeon superintendent for the protection and medical charge of the emigrants. The single women are placed under the care of a matron; and when practicable, a schoolmaster is appointed, for the benefit of adults as well as of children.

17. The emigrants are victualled in masses of six or eight each, according to the subjoined scale for each adult; children between one and fourteen receiving half rations. While in port, and for one or two days afterwards, if practicable, two-thirds of a pound of fresh meat, one pound and a half of soft bread, and one pound of potatoes, per adult, are issued with a suitable supply of vegetables, in lieu of the salt and preserved meat, and of the flour, suet, raisins, rice, and peas.

18. At the termination of the voyage the emigrants may remain on board and receive rations free of expense, for fourteen days, in order to afford them time to make arrangements for settling themselves in the country.

19. On reaching the colony the emigrants are received by a Government officer, who will give every assistance in his power by way of information and advice as to the rate of wages, the places where employment may most readily be obtained, &c. They are at perfect liberty, so far as the emigration commissioners are concerned, to engage themselves to any one willing to employ them, and to make their own bargain for wages.

Position of Colony.

20. New South Wales is situated on the eastern side of the large island of Australia. Its capital is Sydney. Victoria, lately the Port Phillip district of New South Wales, is situated to the south of that colony; its capital is Melbourne. South Australia, as its name imports, is situated on the southern side of Australia, and to the west of Victoria. Its capital is Adelaide.

Climate.

21. The climate of all these colonies is remarkably healthy, and well suited to European constitutions. The result of a year's observations at Sydney showed a medium temperature of 52° in the coldest month, and of 75½ in the hottest; and in respect to weather, about 240 days of fine to about 125 of rain, &c. As regards South Australia, it appears, by a report from the governor, that between 1838 and February, 1850, the annual fall of rain at Adelaide had averaged nearly 21½ inches; that on the Mount Barker hills the fall was, in 1843, 44 inches, and in 1849, 36 inches.

The average number of days on which rain fell at Adelaide in each year from 1838 to 1849 was 112. The maximum of the thermometer for ten years had been 106°, and the minimum 46°, the annual mean being about 67°.

Soil.

22. The soil in all these colonies is well adapted for pastoral and agricultural purposes. It produces, in abundance, wheat, maize, barley, oats, and potatoes. In many parts tobacco and the vine are successfully cultivated, and nearly every kind of European, with many of the tropical fruits, are grown in the open air. The chief exports of New South Wales and Victoria, at present, are wool, tallow, and gold; of South Australia, wool and minerals.

Taxation, &c.

23. The taxation is light. Port Adelaide is a free port, no pilot or other dues being now levied on ships of any nation.

Wages, Provisions, &c.

24. The rates of wages in all these colonies are considerably above those given for the same description of labour in England. Besides the money wages, labourers in the country are generally supplied with a dwelling and the following allowance of provisions by their employers: 10 lbs. of meat, 10 lbs. of flour, 2 lbs. of sugar, and 4 oz. of tea per week, or milk, in lieu of sugar and tea. The prices of provisions have, in consequence of the gold discoveries, recently fluctuated very considerably. It may, however, be stated generally that meat, groceries and tobacco are cheaper than in this country, while bread-stuffs are at present dearer.

Clothing may generally be purchased at a cost but little in advance of the retail prices in this country.

Coins, &c.

25. The moneys, weights, and measures are the same as in England.

By order of the Board,

S. WALCOTT, *Secretary.*

*Government Emigration Office, 8, Park-street, Westminster,
June, 1852.*

But to those who, either from rather superior means or other circumstances, are ineligible for free passage under the Government, the Family Colonisation Society, founded by Mrs. Chisholm, offers great and decided advantages. This lady, who has devoted her life to the good of her fellow-creatures, lives at No. 3, *Charlton Crescent, Islington*, where she sits daily to receive visitors; and all who have good characters, and wish to emigrate are welcome to her house. No matter of what country or religion her applicant may be, no matter if they have been unsuccessful in all their pursuits, whatever they may have been; no matter if their hands are coarse and their garments homely—if they be only honest and industrious, she is willing to put them in the way of reaching a land where labour is plentiful and labourers the only scarcity. To be in difficulties, and to possess a sincere wish to “go a-head” of them, is the greatest recommendation to Mrs. Chisholm’s sympathies.

About twenty years since, Mrs. Chisholm and her husband, who was an officer in the Indian army, were in Madras, when their attention was drawn to the wretched condition of the young women in the barracks, who were quite unfit to take part in the most ordinary domestic affairs. So she set to work and collected subscriptions from the officers and civilians, which were speedily employed in establishing a home where these young women were taught cooking, sewing, and all other useful acquirements. In 1839 she and her husband visited Australia, and thus became acquainted with the wants of the colony. The convict system had been for some time under the consideration of the government, and, about this time it was decided that no more convicts should be sent to New South Wales. Farmers wanted ploughmen and shepherds, and single men wanted wives; Mrs. Chisholm interested herself in procuring them from the old country, so that hundreds of young men and women who would otherwise have been poor and burdensome at home became real useful “helps” in the colonies. With regard to the settlement of young women sent out from England, Mrs. Chisholm says, in her evidence before the house of Lords, in 1847,—

“My plan was always to get one placed. Having succeeded in getting one female servant in a neighbourhood, I used to leave the feeling to spread. With some persuasion, I induced a man to take a servant, who said it would be making a fine lady

of his wife. The following morning a neighbouring settler said, 'You are quite upsetting the settlement, Mrs. Chisholm; my wife is uncommonly cross this morning, and she says she must have a servant, and I think she has great right to one.' It was among this class that the girls married best. If they married one of the sons, the father and mother would be thankful; if not, they would be protected as members of the family. They slept in the same room with their own daughters. I have been able to learn the subsequent progress in life of many hundreds of these emigrants. Girls that I have taken up the country, in such a destitute state that I have been obliged to get a decent dress to put upon them, have come again, having every comfort about them, and wanting servants. They are constantly writing home to get out their friends and relatives. I should not feel the interest I do in female emigration if I did not look beyond providing families with female servants—if I did not know how much they are required as wives, and how much moral good they may do as wives."

Thus, without government assistance, and by the aid only of those benevolent men and women who became acquainted with her exertions through the newspapers and private report, Mrs. Chisholm was enabled to effect so much real good, that her name became a kind of watchword in Australia for the industrious and right-minded; and wherever she went she was received with a degree of enthusiastic welcome of which we have little knowledge in this country; for it must be recollected that in the colonies, where houses and people are comparatively few, the advent of a stranger, and especially one like Mrs. Chisholm, whose reputation had preceded her, is cause of rejoicing.

In 1846 Mrs. Chisholm left Sydney for England, bringing with her the good wishes of all classes. A real friend to the emigrant, she has the happiness to see her exertions in every way prosperous. Many whom she had brought into the colony as domestic servants, &c., were now owners of lands and cattle; and perhaps few more affecting sights can be conceived than the crowd of people who pressed forward to wish her God speed on her voyage. She had indeed spent more time and money than she could afford, in teaching emigrants *how to succeed*; but her labours were not yet over. As soon as she reached England, she found scope enough and to spare for her philanthropic endeavours. She visited the friends of the emigrants and assisted hundreds in joining them in the colonies. But more than this, being dissatisfied with the method pursued by government in sending emigrants abroad, she interested others to join her, and in a few months her *Family Colonisation Loan Society* was fully established. Our readers need scarcely be told that the plan of this Society is to enable families to emigrate, by assisting them with small loans of money to be repaid after the emigrants have reached the colonies. Ships are chartered, and hundreds are thus enabled to reach Australia and the United States, who might otherwise have lingered in poverty at home. A letter or visit to this lady at the above address, will procure the rules of the Society and all necessary information; the following, however, are the principal arrangements:—

"Weekly meetings are held here and elsewhere, for affording information and forming family groups—payment for passages at about fifteen pounds per head, *by weekly or other instalments*—enclosed cabins to each family, of a size according to the number of individuals—enclosed cabins to each seven single females, and the same to each seven young men—all passengers on an equality; no cabin passengers—and the poop open to all—ships ventilated by a contrivance for bringing fresh air at one end, and taking out the foul at the other—ships all A 1, that is the best class— orphan girls, and friendless females, are placed under the protection of families, who enter into a solemn pledge for their protection during the voyage." Mrs. Chisholm is, we understand, about to visit the manufacturing districts, where she may be sure of a hearty welcome.

The third and more general way of reaching Australia, for those who have the means, is by private ships; on page 87 is given the rates of passage for cabin, intermediate, and steerage passengers. There are one or two *important points* to remember in taking a passage by private ship: see that the ship is registered at Lloyd's as A 1, or not lower than CE (the red diphthong as it is termed); that it be not less than 500 tons *registered*, that it has good height and ventilation 'tween decks; that it is properly provided with good water-closets, with one especially for women; that it carries no foul cargo; that a district agreement be entered into, in writing, with the broker; that the provision be at least as good and sufficient as those provided in the government vessels; that the day of sailing be distinctly named, and that the exact place of your cabin or berth be ascertained.

Several fast-sailing steam-vessels have been chartered for Australia, but the passage-money is comparatively high. Good emigration-ships are constantly sailing, however, from London, Liverpool, Glasgow, Plymouth, and Bristol.

With regard to the establishing of a line of steam-ships to Australia, the following will not be without interest to intending emigrants:—

"The Cunard Company, with characteristic enterprise, have decided upon establishing a first class line of steam-ships between the United States, Panama, and Australia, in connexion with their mail steamers to New York. Not only are the arrangements completed, but the vessels are nearly ready to commence running, even before the railroad between Panama and Chagres is completed.

"By the adoption of the Panama route to New Zealand, the whole of the Australian colonies will be brought into direct and rapid communication, not only with the mother country and Europe, but also with the United States, Central and South America, California, and the South Sea Islands. It has been clearly shown in evidence before the select committee of 1851 that the extent of trade and shipping between those places and the colonies is at present very considerably on the increase, far exceeding in importance to the colonies that of the trade and shipping to India and China.

"The Panama route is the only one that embraces a rapid mail service between the mother country and New Zealand, and this not only without detriment, but with great advantage to the Australian colonies. There is, as has been satisfactorily established before the select committee, an important and rapidly increasing commercial intercourse between New Zealand and Australia. As no arrangement appears to have been made for the transmission, under contract, of the mails to and from New Zealand, it is reasonable to expect that when the company is in a position to negotiate, a subsidy will at once be granted to it by the government for the regular conveyance of those mails.

"Tahiti will also supply a portion of the passengers and letters to be carried by the company, and negotiations will be immediately entered into with the French government to secure their co-operation and support.

"This route will tend to the greater encouragement of British enterprise, and the better protection of British interests in the Pacific; and although the company has not entered into a contract with Her Majesty's government for the conveyance of mails between Australia and the mother country, yet, as no doubt is entertained that public opinion, both here and in the colonies, will stamp it as the one which ought to be adopted for correspondence, the promoters are satisfied that when the advantages of the line are fairly developed Her Majesty's government will see the necessity, upon public grounds, of making a reasonable grant for the conveyance of the Australian mails."—*Liverpool, June 17.*

The next important point to consider is

WHAT TO TAKE FOR THE VOYAGE.

The government diet table, on p. 86, will give a good idea of what *all emigrants must have*, but a good stock of clothes, by way of outfit, will be found very useful. Everything indeed, that will not sell well in England, except household furniture that cannot be packed *flat*, will be of use in Australia. Knives and forks, metal plates, teapots, and utensils that take up but little room, should not be left behind, and an iron bedstead or two will be of service. Take as many clothes as you can; and as the weather both during the voyage and at the mines is varying, woollen garments and Mackintosh coats and trousers are excellent, and a good blanket or two is indispensable. Except on board ship shoes are not of much use, but good strong waterproof boots will be worth taking, as they are dear in Australia. Fustian and corduroy coats and trousers are the best wear for the mines. Blue and striped shirts, and a Guernsey frock or two, will be found the best wear at the mines; and a suit or two of light flax or duck clothes will be useful in the hot weather. Cotton and woollen socks and stockings, as many as you can, may be taken out; and a sou-wester cap, with a string, and a blue pilot coat for the voyage are necessary. These, with as many sheets, towels, &c., as the means of the emigrant allow, together with a few pounds of marine soap, which will dissolve in salt water, will be all that is absolutely requisite. But in the matter of outfit, the means and discretion of the future colonist must be the best guide. You can procure all these, both cheap and of good quality, at Messrs. Moses' establishments at Aldgate and Oxford-street, London. A good "jack knife," with a string to go round the neck, is very useful; and a good supply of flannel or serge under-clothing is recommended, for both males and females. As regards extra provisions, they must depend on circumstances. "In my recent voyage from Liverpool to New York," says Mr. Foster, a gentleman of much experience, "I took the following extra provisions, which I found sufficient, and which were the same in quantity and quality as I had been in the habit of supplying previously to passengers whom I had assisted to emigrate to America:—1½ stone wheaten flour; 6 lbs. bacon;

2½ lbs. butter; 8 lb. loaf, hard baked; ¼ lb. tea; 2 lbs. brown sugar; salt; soap; bread soda." But as the voyage to Australia occupies four months, the above list may be well increased fourfold.

The same voyager took for the use of himself and his messmates the following, to which he has affixed the cost:—

	s. d.		s. d.		s. d.
Tin Water-can	0 10	Tin Teapot	0 4	Small Calico Bags ..	—
Large Tin Hook Sauce-pan	0 8	Tin Kettle	0 10	Towels and Rubbers ..	—
Frying-pan	0 10	Two deep Tin Plates..	0 4	Straw Mattress	1 2
Large Tin Basin, for washing and for preparing bread	0 8	Two Pint Mugs	0 3	Blanket	2 0
Chamber	0 3	Two Knives, Forks, and Spoons	0 5	Rug	1 8
		Barrel and padlock, to hold provisions	2 1	Sheets (each)	0 10½

"I consider," says he, "the above quantities of extra provisions to be plenty, so far as necessity is concerned, with the exception of a little vinegar in summer; a cheese, more flour, a few herrings, some potatoes and onions, and, in case of children, many little extras, such as suet, raisins, &c., would be, and were found to be, by many of my fellow-passengers, a palatable and desirable addition, particularly during the first fortnight, until the stomach becomes inured to the motion of the ship."

The handles and spouts on all the tin articles should be rivetted on, as well as soldered. Families would do well to take with them a sloop-pail and a broom. The bottoms of trunks should be kept off the damp floor by nailing a couple of strips of wood on to them. The extra articles of clothing most advisable to take, on account of their superior cheapness and quality in this country, are woollen clothing, and boots and shoes. Mechanics should by all means take their tools. Passengers should be particularly cleanly on board a crowded ship, to prevent ship fever from breaking out.

MINING TOOLS

are not only necessary, but almost indispensable, as they are dear in Australia. On this subject we cannot do better, perhaps, than extract a portion of an interesting lecture delivered by Mr. Shilling—a gentleman with an appropriate name lately returned from the Australasian diggings—before the Society Arts, on the 18th day of July.

After describing the general character of the diggings of New South Wales, the lecturer proceeded to speak of the reverses felt by some of the early "prospectors" at Ophir. "The reverses of the early adventurers," he said, "proved a lesson to many in the colony, and especially to those government clerks who had only hesitated about going to the mines because they had been given to understand that none who had left their appointments would have them again. And it may well induce those about to leave this country to consider their own fitness, before they encounter difficulties—nothing, perhaps, to 'navvies' and strong men, but insurmountable by the sedentary and weak. But many of those who thus returned only waited till the winter should be over, when they were resolved to try again. In fact, the 'gold fever,' as it may well be called, is intermittent in its action, and, once seized by it, though disappointed again and again, in most cases the disease remains, and the unhappy patient, discontented and unsettled, dreads nothing so much as want of the means to try his luck once more. Meanwhile, this reaction enabled the sheep-owners to get in last year's clip, as it was some months before the accounts from the Turon, where the next discovery, explored by diggers from Ophir, reattracted the adventurers." Mr. Shilling then proceeded to describe the chief New South Wales diggings and the geological character of each. He noticed especially Oakey Creek and the Braidwood diggings, in the county of St. Vincent; Narroo Creek, in the county of Wellington; and the celebrated Louisa Creek. With reference to this last he said,—“While staying at the commissioner's, I saw several times the black who pointed it out to Dr. Kerr, and who, having squandered his reward, was cutting laths for the barracks at 4d. a sheet. Another magnificent nugget, valued at, I believe, £1,300, was found some months after by Brennan's party, and several smaller ones since. A company is now working a half-acre claim in this locality, so that the diggers have been driven from the choicest part. Their average get, up to the time of my leaving, was 10 oz. a day, with thirty men employed, who received £2 5s. with rations. This is much above the average of the previous diggers, showing the great advantage of system." Having spoken of the Alexander diggings, near Bathurst, the lecturer glanced at the latest discoveries in Victoria, which, however, he had not

personally inspected. He thus summed up in the final portion of the lecture the results of his observations:—"From these statements it will readily be imagined that there are two kinds of diggings—river diggings and dry diggings; at the dry diggings, away altogether from the stream, gold must be found near the surface. But we will suppose a party of diggers getting over all the difficulties of the road and arrived on the gold-field. Unless they are so fortunate as to arrive at a time when some new diggings have been discovered, and before all the claims are occupied, they will have to prospect in search of one; so, while some are left in charge of the property, others provided with pickaxe, spade, and prospecting pan, start on the prospecting tour. The pan is merely a large round flat-bottomed shallow tin dish, into which, as soon as they come to what they consider a good place, they will throw a spadeful of earth and stones; carrying it down with them to the stream, they will here dip it in the water and shake it, thus allowing the particles of gold, if there, to descend by their weight through the upper layer of agitated earth and stones; then, holding it so that the water may carry off the earth through which it will have passed, they again dip it in the water, and repeat this simple process until the earth is all carried away and the gold only left. As soon as they find it in what they consider paying quantity, they will choose some convenient place on the stream where they may establish their cradle. The cradle is exactly the same thing as the common domestic article, with an upright wooden handle attached to it. Under the sieve is fixed in the cradle a board sloping downwards, with a couple of ledges across, dividing it into three nearly equal parts. The earth and stones are thrown into the sieve, when the cradle ought to be vigorously rocked, water being poured on so as thoroughly to separate the mud, clay, and earth, from the stones. When this is done, a glance is sufficient to tell if there are any nuggets of gold among the stones,—though, for that matter, the risk of throwing them away without looking would not be very great, so rarely is it the case that there are any. The sieve is then filled again, the cradle rocked, the stones thrown out, and the process repeated until the accumulation of the mud at the ledges is considered sufficient, which is then carefully scraped away, and the gold picked out. Frequently there is none, sometimes only a few grains, but occasionally many ounces are taken out.

"In the case of the dry diggings that we have been supposing, the soil will of course have to be carried some distance to the cradle at the stream, and, if not hemmed in by other claims, the diggers will extend their operations at the surface, to save labour, unless they find the yield as they go down more than compensates. But river claims are considered the most valuable, and here it is not such a *sine qua non* to procure gold at the surface, because they look to the holes and crevices in the original rock-bed of the stream—pockets, as they call them—for the chief reward of all their toil in reaching it. So the prospecting party will most likely direct their steps to the river, and examine well all its peculiarities. Perhaps they will choose some promising bar, where, if with the prospecting dish they procure gold in any tolerable quantity, it settles the point at once, and they will bring down the cradle, pitch their tent, &c. But the soil may be gravel, and they can scarcely then expect to procure gold, by washing, near the surface; for the gravel, being easily separated by the current, will have allowed the gold to pass through to the bed of the stream; but if, after removing the top stones that almost invariably find their way to these bars, they reach a tenacious clay,—as it will never, in all probability, have been thoroughly disintegrated by the current,—they may calculate on finding gold at once. A blue clay is especially considered very promising, though it gives, of course, a great deal of trouble in the washing, being exceedingly difficult to get thoroughly away from the stones and pebbles that it clings to so tenaciously. If they determine upon working this bar they will dig a trench, and, by the aid of back troughs, divert the stream. They will then dig till they reach the original bed, after removing in their way to it enormous slabs and stones—a labour which is not unfrequently for nothing. Or the party may choose some bank or spur over which at some ancient date the river has flowed. Here they will notice where the point would have been, and probably will choose the spot where they think the eddy caused by it has existed. Should they not procure gold at the surface they may yet, according to circumstances, determine to work it, and very often holes twenty feet deep and upwards may be seen, out of which not a particle has ever been procured. As before, they will dig till they reach the original bed, and should they be so fortunate as to obtain a good yield from its pockets, following their direction, they will tunnel under the adjoining banks. Sometimes it happens that while in one hole hundreds of pounds worth are thus procured in one day, the next claim will have yielded nothing. Many, indeed, work for weeks without meeting with any success. During last winter, the wettest known for twenty years, the working of the bed claims has been most seriously impeded; in fact, it has been impos-

sible to work some of them at all for months together. But this circumstance, so unfavourable to the New South Wales diggers, has proved quite the reverse to those at work on Mount Alexander, notorious as it is in ordinary seasons for its want of water. Even before I left Sydney this complaint was again abroad, and I hear that sixty men from Sydney had returned disappointed in consequence. It would be extremely desirable to determine how far mining, as at present carried on, partakes of the nature of a lottery; but the data are so contradictory, exaggerated, and inaccurate, that this is almost impossible; still I believe the prevalent impression to be unwarranted by facts. It is very questionable whether the actual gross yield of the mines has as yet equalled the expense incurred in consequence of their discovery—isolated facts, accounts of individual success, create undue impressions; people are apt to forget the oblivion that attends on failure in reading the glowing accounts of one suddenly enriched. Now, there have been numerous failures at all the diggings, even at Mount Alexander; but there are no certain data by which we can arrive at the average earnings. The licences issued afford no clue, as at one time only a portion of the diggers took them out; and it can scarcely be doubted, that in the numerous out-of-the-way valleys there is many a digger rocking his cradle and saving his licence fee. Comparing all the accounts, it seems probable that at a time when the mail and weekly escort were bringing down between 5,000 and 6,000 ounces weekly, the number engaged in mining operations approached at least 25,000; but failures were very numerous, so many being totally unfit for the work, to say nothing of other causes. Indeed, generally I do not think the fit character of the persons to emigrate can be too strongly insisted on. Both in Australia and New Zealand I have met many who never should have left their own country."

From the above it will be seen that the number and quality of the tools required for gold mining are not—except in the case of quartz rock blasting and crushing—of a complicated or expensive character. In fact, all the necessary tools may be purchased in London and the principal provincial towns at a cheap rate. In London, the emigrant will find all he requires at Messrs. Dean and Dray's, London Bridge, where, from the well-known character of the firm, he may be certain of obtaining his value for his money.

Some further information as to

HOW TO DISCOVER GOLD

will prove of benefit to the adventurer. Certain never-failing signs bespeak the presence of gold in all countries in which it has been found. It will be seen that gold is confined principally to the northern hemisphere. In Europe, where small quantities have occasionally been discovered—especially in Spain, the mines of which were once very rich in the precious metals—gold is found in flakes, accompanied by iron, in the sandy banks or beds of rivers. In Asia its presence is generally known by the accumulation of serpentine, greenstone, and porphyry in the older limestone formations. In these cases it is generally accompanied by iron pyrites and platinum. In Russian Siberia it is found in the sand and coarse gravel resulting from the disintegration or breaking up of quartz rocks; sometimes in small lumps or nuggets as in Australia, but more generally in a coarse kind of dust. In Africa gold is found under the same conditions as elsewhere; while in South America it exists in the shape of dust in the sands of rivers, accompanied by oxides of iron and copper.

"Gold," says Mr. James Wyld, M.P., in his admirable 'Notes on the Distribution of Gold throughout the World,' "is more abundantly found in quartzose and slaty rocks of great antiquity, particularly in those called the Silurian, which lie in contact with granite, porphyry, and other eruptive rocks. It is not, however, in such solid rocks when in their original position, that the richest gold mines have prevailed, but only in their debris or gravel, as spread out on the flanks of the mountains. Emery and quicksilver are frequently found in gold countries.

"It is considered by some, that gold is not to be found as an ore, chemically united with other elements, but always in a native or pure state, even if mechanically combined with platinum, silver, palladium or other allied metals. When in rock, it is therefore found in grains, thin leaves, knobs, or even great lumps, from a grain barely to be seen, to lumps which have been met with above one hundred pounds weight, and worth some 4,000 sovereigns. The gold may be either spread everywhere, and mixed up throughout the rock, or it may be in veins or lodes, spreading about like the twigs of a tree—here thickly, there scantily. As connected with the primary formations, gold veins are sometimes found *in situ*; but it is only in a few districts that they are worth working; for when followed as a mining operation, the yield of mineral is small, even if the worth is great. It is for this reason that the gold veins in the older rocks of the British islands are not wrought, as a mass of mineral must be

powdered up, more than the returns will pay. Thus, Merionethshire and Wicklow have yielded no permanent results. Indeed, although gold veins are worked in many places, it is chiefly in the Brazils, Siberia and California that gold has been found worth working on a large scale.

"It is to the heaps of old detritus, resulting from the breaking down of mountain sides by former great convulsions, as well as to the banks of the river which *flow through such accumulations*, that we have to look for the most profitable supplies of gold. There, instead of hard rock, soft sand and gravel have to be searched, and the gold is often thrown together under natural arrangements; while there is a better prospect of getting on a bunch or lump of rich ore. The gold-bearing rivers may be within the primary formations, or flow beyond them; but they derive their chief supplies from the heaps, and hills of old drift, originally formed out of the older rocks. A grand error in all ages, and which has often diverted attention from stream washing, has been the constant endeavour to seek in the mountains for the 'mother supply' of gold. The Quartz veins in the Mariposa district of California are examples of superficial workings in the solid rock. These researches have very seldom succeeded, because the object of search was beyond reach, the assumption of some large concentrated mine being false. On piercing the rock, the superficial supply has generally been found scanty, and those who hence attempted deep workings, in the hopes of reaching better veins, have been disappointed, because the *gold seems to be chiefly distributed superficially*.

"A drift, resulting from the former abrasion of the surface of gold-bearing rocks, is a natural mining operation, which was carried out upon a large scale thousands of years ago; and so far as the superficial supplies of gold are concerned, it is likely to be more productive than any intermediate working in the rocks. A gold drift is, indeed, the result of a gigantic gold washing; and credulity might well dream it to be the labour of elfin workmen. By the action of ancient convulsions, and floods in the high mountain regions, the primary rocks were worn down, and the rubbings of detritus are now carried through the watercourses which drain the upper districts. The amount of this detritus is enormous; though the amount of gold found will not be in proportion to the local deposit of detritus, but to the whole amount of detritus which has been carried over the spot from the time the scouring of the mountain sides began. The whole amount of detritus will, it is true, be carried down the valley, and some part into the sea; but the gold, in virtue of its great weight, will, in a river of any length, be deposited far above the sea estuary. Thus the accumulations of gold in the whole water basin must relatively be large, as the result either of the former great drifts, or of a constant and long-continued action or washing of those ancient deposits.

"In many cases, although the upper sand of the river-bed may show no token of gold, yet it may be found plentifully below, where the coating of sand is thick, or the washing of the flood is deep. The deeper the gully the greater the chance of a deposit, and in such places the diving-bell has been used with success."

The same cause which restricts the gold deposits to the water basin, further heaps it up on given spots. It may be there are several of these in the course of a river, and the deposits on each spot may be more or less thickly spread; but every natural bar which dams the waters, will likewise dam the gold; and it is at these places, and above them, the gold will be mostly found, though mountain freshets will sometimes sweep gold to a further barrier. In these natural divisions, the gold will be found heaped together against a ledge of rocks, or spread for miles along the banks, where the stream is sluggish. In some parts, the gold is to be met with resting on a bed of rock, in others mixed up with the gravel, at the lowest bound to which the action of the river flow or freshets reach. Local observation directs the miner to the most likely place for finding the gold; but wherever met with, it is in the same condition as if obtained from crushing the rock,—namely, pure, and in dust, scales, or lumps.

A distinction may be drawn between ancient deposits and new deposits. In ancient deposits, the gold is often found in what are no longer the watercourses of the quartz or granite mountain-chains. A distinction of this kind is perhaps the basis for the difference between what in California are called the dry diggings and the wet diggings; though the dry diggings have been considered by some as less productive. The dry diggings are in the old drift on the higher banks, the wet diggings in the beds of the rivers; but then it is to be observed in this case, what are called the wet diggings really include the old and new deposits together; and being on the side of the old watercourses, which pass through the ancient heaps of gold drift, expose all the richest material of the whole period of natural gold accumulation.

On the discovery of gold deposits in a given spot, it cannot be safely assumed that the whole water-basin below will produce gold. Gold is found in the Goomty, at the

foot of the Himalayas ; but is not therefore to be looked for in the Hooghly, a thousand miles below. In such a distance, the gold would be deposited at each fall or natural weir, and but a small surplus can be available for a distance ; besides, there is good reason for believing, that when once the low and flat lands are reached, a few miles of sluggish river will thoroughly sift from gold all the detritus brought down from above. For these reasons the lower valleys of the river Murray in Australia are only likely to have gold deposits in virtue of ancient geological operations, as it is little likely any gold can be carried from the junction of the Darling to Lake Alexandrina. Gold exists in the South Australian formations, near the mouth of the Murray, as it does in those of New South Wales, at its head ; but any gold in the intermediate spaces is more likely to be found in the side creeks and feeders, than in the main stream. The deposits do not, indeed, depend upon the rivers, but on the mountain chains which contain gold-bearing rocks.

Some mistakes have occasionally been made by gold finders in supposing deposits of iron pyrites, or mica, to be the precious metal. A very slight acquaintance with gold, however, will correct the error. In its primitive condition gold is either of a yellow, silver gray, or steel white colour ; in Australia it is nearly always yellow. It shines with a peculiar brightness which is increased by a slight rubbing ; and on account of its non-oxidable qualities, it will not rust or tarnish. To distinguish gold from iron pyrites, a slight blow with a hammer or a cut with a knife will be sufficient. Gold is soft and malleable and will flatten under the blow, while iron pyrites cannot be cut by the knife, and crumbles under the hammer. Mica is much lighter than gold, weight and softness are the grand tests of gold. It is harder than lead or tin, but softer than silver, copper, or iron—hence it is scratched by the latter metals, but will itself scratch the two former. When broken the edges will be found to be abraded and uneven ; with, sometimes, small crystals in the divided surfaces. Spurious gold may always be detected by the blow-pipe, before which it fuses, but its character remained unaltered, while copper and iron pyrites rapidly diminish, and give out a disagreeable sulphurous odour. The application of a little nitric or sulphuric acid—a small bottle of one of which, and a blow-pipe, every miner should possess—will easily detect factitious gold, on which the acids have no effect whatever ; while, with nearly all other metals, a violent gaseous action arises in contact with the acid. A drop of nitric acid will instantly discover the presence of adulteration in gold. If pure no action will be observed, but if mixed with baser metal, a red vapour will arise, and the liquor will be discoloured.

Our extract from Mr. Shilling's lecture will have acquainted the reader with the method of

GOLD WASHING ;

but perhaps a few more explanatory hints may not be inappropriate. And here again we avail ourselves of Mr. Wyld's well-written pamphlet.

Gold being always found in a state nearly pure, and of high specific gravity, by its greater weight is readily separable from the earth or sand in which it is mixed, and on being well washed, even in the palm of the hand, will leave behind the metallic particles. The collecting of the sand, and the washing, therefore constitute the whole operation ; and in the beginning of the new discoveries, we find men working with clasp knives and wash-basins, for want of better tools. In the more advanced stages of working in California, however, picks, and spades, and wheelbarrows are brought into play, by which labour is made more effective. It does sometimes happen that the digger is rewarded with a lump of gold which, from being ten, twenty, forty, or fifty pounds weight, may at once yield him five hundred, a thousand, or two thousand pounds ; but most commonly the gold must be obtained by washing, being really in dust or scales.

In some of the rude districts of Hindostan, pans and winnowing baskets are still used for washing ; but where parties are organised, even there a "cradle" or washing machine is then employed. One reason, perhaps, why the attention of the Americo-English was not more strongly called to gold-streaming is, because the gold-hunters of Virginia worked singly. The cradle, however, affords a great economy of labour ; and thereby sands can be washed which would otherwise take an enormous period to sift. Some formations are, nevertheless, rich ; and in the early period of the Californian workings, Mr. Sinclair, an old settler, set fifty Indians to work on the North Fork of the Sacramento, with native-made willow baskets, and yet he got about £600 or £700 weekly.

The cradle is very simply arranged. In its primitive form, as used by the Chinese in Borneo, the Hindoos in the Dekkan, or the English in California, it is a box on rockers, and six or eight feet long, open at the foot, and having at its head a coarse

grate or sieve. In the early Californian cradles the bottom was rounded, and nailed across with small cleats. This kind of machine will employ four men—one digger or excavator, to raise the sand; another to carry it to the grate of the cradle; a third to rock or shake it violently; and a fourth to pour on water; but now the mechanical arrangements are still further improved. The use of the sieve is to keep the coarse stones from going into the cradle, while the current of water washes away the earthy matter, and the gravel is gradually swept out at the foot of the machine, leaving the gold mixed with a heavy, fine black sand, above the first cleats. The sand and gold mixed together are then taken away, and the sand being dried, is blown away, the gold remaining free behind. The gold thus obtained is, according to quantity, put in quills, bottles, or bags. Cradles of large size in California have peculiar names. A cradle nine or ten feet long is called a Long Tom, but some use the Virginia Burke Rocker, employing quicksilver to amalgamate the gold. Quicksilver mines exist at New Almaden, in California, and the gold-mines of California and Australia will be supplied with quicksilver for amalgamation at cheaper rates, and quicker than from the mines of Europe.

It will be perceived that the cradle is only carrying out the process which nature has pointed out. As the gold thinly disseminated in the rocks is washed out of the rubbings of the primary formations, and carried down the rivers until it lodges against some bar or ledge, where its greater weight causes it to fall to the bottom of the sand or river-bed, so is the gold sand passed through the cradle, and the gold is lodged against the cleat or bar of the cradle, the gold being always at the bottom of the stream, and only able to pass in suspension when mixed up with a quantity of lighter mineral. Washing tables are used in Siberia; but gold-machinery does not admit of much complication. The use of the diving-bell is but sparing as yet, but it is likely to lead to great results.

In the case of quartz crushing, which is chiefly carried on in California, it is applied to rocks in which the gold is more or less thickly spread about; and the purpose of crushing or stamping is to reduce it to the condition of sand for streaming, so that being washed like the gold sands, the rock may be swept away, and the gold left behind. This allows of a still greater application of mechanical power, because it is worth while to carry the ore some distance to the stamping machine, whereas, though the cradle may be taken from one washing to another, yet the bulk of the cradle is kept down by this condition of being removed; the stamping engine, however, can work for a large district round. In California it has been found worth while to set up steam-engines, supplied with fuel from the neighbouring pine woods, or with Vancouver Island coal, but the chief difficulty is in getting together workmen to keep the engines in repair. Whether steam-engines can be so worked in the inland of New Holland is not as yet known; for, though coal is worked on the shore at Newcastle, the land journey to the diggings would be too costly. If, however, gold working could be established low down on the Murray, then coal from Van Diemen's Land could be steam-towed up the river as far as the junction of the Murray and the Darling, and perhaps higher.

The crushing is applied to superficial rocks which are seen to have gold sparkling in them, and which are broken off by picks, or blasted with gunpowder. This kind of work is therefore very much like what is carried on in Cornwall, and fitted for such a population.

Gold mining is carried on in the common way, by driving shafts, galleries and levels on lodes of the ore; but which, being very narrow, seldom pay for the working, though a chance lump or pocket will sometimes encourage working for a time. As the lodes are subject to the contingencies of other lodes, the mineral vein is often found to run down poor, or to be broken off. The ore when obtained is broken up, crushed, and washed, to obtain the gold by its greater weight. Amalgamation with quicksilver is sometimes resorted to, but is most commonly applied in reducing silver.

WHAT TO DO IN AUSTRALIA.

Having arrived in the Colony, the first object of the emigrant will be to locate himself. If he decides on going at once to the gold-fields, he will have to purchase a licence from the Colonial Government, which costs 30s. a month. With this in his pocket he may go "prospecting," to his heart's content, or he can be "located" by the commissioners appointed for the purpose. And there is little doubt of success. Every mail from Australia brings news of fresh discoveries of gold; and that, too, within an easy distance of Port Philip. A letter from Melbourne states that deposits have been met with at Buninyong, about eighty miles from that city, and fifty from Geelong, apparently far exceeding in value any that have yet been found within a similar space

either at Sydney or California. The whole population were moving toward the district, and it had already been ascertained that the creeks and rivers for many surrounding miles were likewise rich. The great production, however, had been at one particular spot of limited extent, where the supply was such that the space of eight square feet to each man was considered by the government commissioners a sufficient allotment. The number of persons already at the place was upwards of 2,000, and careful calculations seemed to show that the average to each man was at least an ounce a day. Many cases of individual success were most remarkable. One man had obtained £1,500 in a week; and another, a blacksmith, had got £1,000. A party of three men found twenty pounds weight in one day, while another, before breakfast, raised thirteen pounds' weight. The consequence was a far greater desertion from all ordinary occupations had been witnessed at Sydney. Hundreds of all classes were leaving daily, including labourers, mechanics, clerks, shopkeepers, merchants, and professional men. There was hardly any possibility of getting ships' crews; and the *Troubadour*, which brought the present intelligence to Bombay, was only enabled to sail by obtaining her compliment of men from among the seamen confined on short sentences in the Melbourne gaol. Even that, however, appears to have been attended with difficulty, since it is said only six would accept the offer, all the others preferring to remain their time, for the sake of getting ultimately to the mines. Four or five large ships were ready for sea, and detained for want of hands. The salaries of the government officers had been increased fifty per cent., and labour of all kinds had advanced in proportion. A government escort had just arrived with £17,000, and was to return for a further sum of 20,000. The mode of digging appears peculiar, the metal being found at considerable depths. "A hole," it is said, "is dug ten or twenty feet through black alluvial soil, sandy gravel, and clay of various colours, until a very thick substratum of pipeclay is reached. Immediately above this is, in places, a stratum of chocolate-coloured clay, in which the gold is not only perceptible but conspicuous; and one man sits in the hole and picks the rich stuff out with a knife, while his companions with a cradle, work the earth which has been thrown out." A person writing from the spot states, "Numbers are making fortunes, but it is impossible to know what is done, as most keep their earnings secret. I weighed twenty-three ounces for one man, the whole of which had been found in a day. £35 was refused for a single cradle of earth, and it realised £60. The licence fees were paid not merely without hesitation but with avidity."

"If the present state of yield continue," says a correspondent of the *Times*, as long ago as last January—"and of this there is every probability, pounds will supersede ounces and the steelyard supplant the scale. Gold is shot into mash-tubs, stirred up with a shovel, and, after the debris has been well saturated, is then drained off and screened; for so rich is the residue in auriferous metal that it may be picked without cradling, and pieces from a dwt. downwards found with the greatest facility. I saw one party flushing the quartz with water on a plain board, and extracting from the mass pieces of such a size that one of them would have set the province mad seven weeks ago. One party of five showed me the amount of their day's work on Monday, which was contained in a tin pannakin, which was at least one-third full. I mentioned the fact to another party, who smilingly remarked, that his party had got thirty ounces that morning by 10 o'clock; and another party assured me their yield for the day was five pounds' weight; and I believe it, for I have seen veins of blue clay, streaked with a purplish hue, in which gold was clearly perceptible, and lying therein in such profusion and size that it could easily be picked out with the point of a knife. One tin dishful of this rich deposit has been known to yield from six to eight ounces of pure gold."

"The earth of Ballaral is a teeming store of riches, which the explorers have barely entered. Many spots were abandoned as exhausted when cleared of the black surface soil and gravel, the clay being declared unproductive. But now the whole system of operation is changed; the surface soil is thrown aside, the gravel is heaped upon it, the clay is flung aside, the quartz is penetrated, and six, seven, and ten feet deep, men are delving to reach the 'El Dorado' of the purple clay, super-imposed upon a pipeclay formation, which rich vein is now proved to extend nearly half a mile, and most probably through the whole of the range. Should this supposition be correct—and it is founded so far on actual experience and observation—there will be room for tens of thousands, and a yield unparalleled. Yesterday the Colonial Secretary received a letter from the Governor's private secretary (Mr. Bell), in which the writer says, 'He personally witnessed two men wash out, one day before breakfast, ten pounds and four ounces' weight of pure gold, the product of two tin dishes but once filled.' Mr. Bell stood by during the whole operation in perfect amazement, and well he might."

The following extracts from letters received from Melbourne will give a tolerably vivid idea both of the quantity of gold and of the general state of the country:—

"Sailors from Port Philip are obtaining £20 for the run home, and £10 has been paid for the run across to Launcester. Neither the Elizabeth Thompson nor Warrata can go away for want of hands, and it is questionable if the Stirling-shire will get away to-morrow for the same reason. Every time a vessel or the steamer arrives from Port Philip our community are in a complete state of agitation, and a perfect scramble ensues to get a passage over. We think all manufactures of good quality will be dear. All the tanners, curriers, harness-makers, coach-builders, millers, carpenters, bricklayers, smiths, &c., are off to the 'diggings.' My gig required doing up very badly: it has been at the coachmaker's more than two months, and I can't get it done for want of hands. He will not take a fresh order, and as soon as those he has undertaken are completed he intends to shut up shop, and he too will be off to the 'diggings.' Our harvest promises to be most abundant, but we are so short of hands that I know not how it will be safely got in and housed, and under all these circumstances we really cannot say whether wheat will be dear or cheap. The mills at Port Philip are shut up, and our own mills are not properly supplied with hands—some standing still, in short, it completely upsets everything with us. My clerk is gone to the 'diggings,' and I do not know how or where to get another, and if one is found the salary he will require will be enormous. I am almost afraid it will cost me twice as much to conduct my establishment this year as it has any previous one, and without a clerk I shall be worked to death. Nothing doing in shipping, excepting in conveying passengers; the regular trading vessels must pay remarkably well. We are daily expecting from California a slashing Yankee steamer. She is intended to ply backwards and forwards between Port Philip and Launceston, and will make the passage in thirty-six hours or so. And now about gold at Port Philip. In two months from the discovery of gold there, £1,000,000 worth is known to have been conveyed into Melbourne and Geelong. A large quantity has reached us, and been purchased at £3 to £3 2s. per oz.; every vessel, therefore, leaving the colony will convey gold home. The last screw steamer (from Port Philip) is said to have brought amongst 200 passengers more than £50,000 worth. The Hero, the first wool ship, took home £120,000 worth. The Melbourne has on board more than £400,000 worth, and from the accounts we receive from those who have been, and been successful, it appears that gold in that colony is inexhaustible. All the labouring class are gone or going, and almost every one of these has been a prisoner—some of the most successful are even now only emancipists. An old servant of mine digs up 150 lbs. in sixteen days; a servant of G—'s brings 25½ lbs. weight in a few weeks; another party of seven pick up on the grass, and never poke the ground over more than a foot deep, more than 40 lbs. weight in eight days. Very numerous instances might be adduced of success. It will revolutionise us here. We want a large influx of population, or I don't know how the pastoral, agricultural, and other pursuits of the colony can be carried on. All that you may hear about it in England you may believe, for rely on it the whole truth will not be told. At Mount Alexander, Port Philip, it is in great abundance—the operation of digging not being carried to a greater depth than five feet; and besides, it is spread over such an extent of country, more than a hundred miles. England must be benefited by it—it all goes to England. She must give something in exchange, which will be her manufactures, and perhaps flour among the rest. Dysentery, from the want of good water, prevails greatly in hot weather at Mount Alexander, and has driven many away. We are almost destitute of males. I never saw such a paucity of men since I have been in the colony.

"The town of Launceston is quite in a commotion—fellows with gold rings, watches, chains, &c., that have been common blacksmiths. One that had often shod my horse returns the possessor of £1,000 after paying all expenses; this, too, in five weeks. Another a hard-working labourer in G—'s store, returns with 250 lbs. weight, which G— bought. A boy, too, about fourteen years of age, cleared in less time £400. Another of the same age £120. It is waste of time to multiply instances. These, with many others, have come immediately before myself. I don't know how we shall get our harvest in. We have abundant crops, but not sufficient labour. Everything, I am afraid, will be enormously dear. All labour, especially mechanics, as carpenters, bricklayers, painters, &c., in short every description of manual labour is wanted. I should think it would pay well to ship American flour to Port Philip. Not a man will do a stroke of work while in possession of gold, and knowing how and where to get more when that is gone. I really can't tell how we

shall get on; our social state will be truly wretched, and can only be neutralised by an immense influx of population from home. In Port Philip the wages of a woman servant are £50 per annum, and will continue at this rate so long as the gold lasts, and perhaps higher. In short, they will not work. Every gold finder thinks himself a gentleman now, and tells you he has done with work."

"But," says a writer in the *Sydney Morning Herald*, "all these details would go for nothing, or at best would be received with great caution, and with large allowances for exaggeration—were they not followed up by substantial proofs of their accuracy. In affairs of money, John Bull is an eminent stickler for matter-of-fact. He is not to be satisfied with words however eloquent, nor with pen-and-ink calculations, however plausible. He must have visible, tangible demonstrations, about which there can be neither dispute nor mistake; neither misrepresentation on the one hand, nor misconception on the other. 'It is all very well,' the old gentleman would say, 'for my friends at Sydney to sit down and write me these beautiful letters; and for the Sydney newspapers to put forth these marvellous accounts from the so-called Ophir and Turon; and for the Sydney Government to astonish his lordship of Downing-street by saying that it is all true: but *where is the gold?* and *how much is there of it?*' Well, the scruples of honest John will be satisfied to his heart's content, Captain Erskine, of H.M. ship *Havannah*, will let him see and handle and weigh the largest 'nugget' of the real thing that he ever saw, or handled, or weighed perhaps, before; and the London Custom-house returns will tell him that, Sydney gold has actually arrived in the good port of London to the extent of £800,000. John will admit then that the stories about the auriferous riches of New South Wales are not only based on facts, but are facts *all over*, from top to bottom.

"The truth-loving people of whom John Bull is the facetious type, once satisfied that as regards gold this country is what it has been *represented* to be, will next be anxious to know what it is in other respects. Is it in these other respects as like California as in the one grand discovery? If so, the wiser and more prudent of England's sons and daughters will pause ere they choose for their future home a land in which gold is not a blessing, but a curse; a land in which crime in its darkest form, is rampant; where neither property nor life is safe; where the Executive Government is powerless: where the laws are openly defied and outraged with impunity; where mobs are allowed, in the face of day and in the public streets, to usurp the functions of judge, jury, and executioner, and there and then to perpetrate foul murder in the insulted name of public justice!

"In assuring our fellow-Britons at home that in none of these particulars does Australia bear resemblance to California, we need only remind them of the broad distinctions which exist between the political and the social constitutions of the two countries. California is a republican State; New South Wales is a British colony. There, 'the sovereignty of the people' is more than a match for the sovereignty of law and of order, and generates the most absolute and horrible of despotisms; here, the sovereignty of the crown is implicitly acknowledged by all classes of a loyal community, who see in that sovereignty the concentrated power of the empire for the maintenance of right, and for the repression of wrong—the power which throws a shield over our persons, and a wall of defence around our property—which protects the meanest peasant not less than the highest peer—the hut not less than the palace. There, the weapons of the constituted authorities are, for all practical purposes, little better than so many ropes of sand; here, they are the sword of justice and sceptre of mercy, 'for the punishment of evil-doers, and for the praise of them that do well.'

"Then, again, let our friends in England remember the widely different circumstances under which the two countries commenced their auriferous career. California was a desert, unreclaimed by the hand of industry, and thinly peopled with semi-barbarians; and ere political institutions could be given to it, and the machinery of regular government be brought into operation, its precious soil had been seized by tens of thousands of people from all parts of the world, maddened by the lust of gold, reckless of all authority and rule, and proof against the feeble restraints of republican organisation. New South Wales was a province of the British Crown, having for more than half a century been accustomed to reverence and obey the mild laws of the freest, most enlightened, most virtuous and religious empire on the face of the earth. Her population numbered more than a quarter of a million of souls. She had a viceregal executive—her constitutional legislature—her tribunals of justice—her military and her police—her schools and her churches, scattered all over the land—and whatsoever else belongs to a civilised, a free, an intelligent, and a God-fearing community. Our gold discovery, therefore, found us in a better position to profit by it in a safe and orderly manner; and we are prepared to maintain it for the com-

mon good, not only of the colony itself, but of the empire at large, we invite our countrymen to come over and help us.

"Then, again, California had no wealth *besides* her gold, nor are we aware that even yet she has any other staple product for exportation. Contrast this disadvantage with the advantages possessed by New South Wales. Look at the progress she had made, in the elements of population, industry, and wealth, during several years immediately preceding the discovery of her gold.

"In 1840 our population numbered 129,000; in 1850 it numbered 265,000; or more than double. In 1841 the value of our exports was £1,023,000; in 1850 it was £2,400,000; again more than double. In 1841 the quantity of wool exported was 8,000,000 lbs.; in 1850 it was 32,000,000; or four-fold. In 1843 our export of tallow was under 6,000 cwt.; in 1850 it was nearly 218,000 cwt. Our live stock was as under:—

	1843.	1850.
"Horses	62,000	132,000
Horned Cattle.....	1,017,000	1,739,000
Sheep	5,000,000	13,000,000

"We wish to place these considerations before our countrymen residing in the United Kingdom, with the view of convincing them that, even irrespective of our gold, New South Wales is a thriving and highly prosperous place; that, *with* our gold, it is indeed a land of promise; and that we shall be happy to welcome them to our bright and glorious shores, even if they come by thousands and tens of thousands. Yea, we have room for millions."

We might go on multiplying these accounts; but our readers will naturally prefer the more practical intelligence we are enabled to lay before them. The following will, we imagine, be of more importance to the intending emigrant, than any mere general account of the gold diggings:—

RETURN OF PRICES.

Showing the average retail prices of provisions and clothing in New South Wales at the beginning of 1852. They are probably about 10 per cent. dearer at the present moment.

ARTICLES OF CONSUMPTION.	Quantity.	Average Price.
Wheat	per bushel	£1 10 0
Bread, first quality	per pound	0 0 3½
do. second do.	do.	0 0 2½
Flour, first, do.	do.	0 0 3
do. second do.	do.	0 0 2½
Rice	do.	0 0 4
Oatmeal	do.	0 0 6
Tea	do.	0 1 4
Sugar	do.	0 0 3½
Coffee	do.	0 1 3
Sago	do.	0 0 11
Meat, fresh	do.	0 0 3
do. salt	do.	0 0 2
Butter, fresh	do.	0 1 3
do. salt	do.	0 1 0
Cheese, English	do.	0 1 6
do. Colonial	do.	0 0 7
Salt	do.	0 0 1½
Potatoes	per cwt.	0 6 0
Wine, Colonial	per gallon	0 4 6
do. Imported	do.	0 8 0
Brandy	do.	1 3 0
Beer, Colonial	do.	0 2 6
do. Imported	do.	0 5 0
Candles	per pound	0 0 6
Lamp Oil	per gallon	0 4 0
Soap	per pound	0 0 6
Starch	do.	0 1 0
Blue	do.	0 2 0
Tobacco, Colonial	per pound	0 4 0
do. Imported	do.	0 8 0

ARTICLES OF CLOTHING AND
BEDDING.

Males' Clothing.		£	s.	d.
Moleskin Jackets	each	0	9	0
do. Coats	do.	0	14	0
Waistcoats	do.	0	6	6
Moleskin Trousers	per pair	0	8	0
Flushing do.	do.	0	8	0
Coloured Shirts	each	0	2	6
Strong Boots	per pair	0	9	0
do. Shoes	do.	0	7	0
Shepherd's Coats	each	0	19	0
Socks	per pair	0	0	10
Handkerchiefs	each	0	0	6
Straw Hats	do.	0	5	0
Female's Clothing.				
Print Dresses	each	0	6	0
Merino do.	do.	0	14	0
Flannel Petticoats	do.	0	5	0
Calico do.	do.	0	2	2
Stockings	per pair	0	1	6
Shoes	do.	0	6	0
Caps	each	0	1	9
Shawls	do.	0	7	6
Shifts	do.	0	2	6
Stays	per pair	0	6	0
Check Aprons	each	0	1	2
Straw Bonnets	do.	0	5	0
Flannel	per yard	0	1	2
Calico	do.	0	0	6½
Bedding.				
Blankets	per pair	0	15	0
Sheeting Calico	per yard	0	1	2
Mattresses	each	0	8	6
Rugs	do.	0	5	0

Every description of labour is in request, both in the towns and country districts of Australia; so that, for those who do not choose to go at once to the "diggings" there is plenty of employment. The return on page 84, shows the average rate of wages for mechanics and others, in the colony of New South Wales. The return was made at the end of 1861; wages have since risen nearly a hundred per cent.

These prices are the average of the prices paid throughout the colony, and not the Sydney prices, which, for all imported articles, are of course considerably lower.

The following is the latest intelligence respecting

THE ACTUAL STATE OF AUSTRALIA,

extracted from the South Australian Chronicle:—"If all has not been done that we could wish, nor as we could wish it, considerable improvement has taken place in emigration activities. The Commissioners of emigration state that since the first of January they have despatched or chartered forty-two ships, and that they have now on their books either accepted emigrants or applications to the extent of 7,000 persons. They state, however, that the number of persons, which the fund now in their hands would enable them to send out, is much reduced, in consequence of the great rise in freights, caused by the very large unassisted emigration now in progress, there being at present fifteen private ships in the Liverpool docks and twenty-eight in those of London, chartered for Australia. To meet this difficulty, they have sent advertisements for tenders to all the principal ports in the kingdom. They have also, in one instance, adopted a course at which we formerly glanced, and have chartered, at a moderate rate of charge, a small ship capable of conveying 100 passengers.

"Applications for Australia are still pouring upon them in a steady stream from the old localities, and fresh sources for the supply of emigrant labour are opening up in various quarters. The operation of the West Riding Emigration Society, which will probably not commence much before the harvest, will, it is hoped, greatly facilitate the selection of emigrants, and increase the funds for their removal to the colonies.

"Among the new quarters in which the impulse to emigrate is showing itself in great force, Suffolk is particularly conspicuous. For a year or two we have watched

that region, and knew of a combination among the farmers to use the poor-law, as an instrument for permanently keeping down the rate of agricultural labour. The riots in the Barham workhouse were one of the results of that policy; another may be, that ere long the Suffolk farmers may find themselves short of hands, and be compelled to pay handsomely for those they can get.

"We notice improvements also in Nottingham; signs from which the far-seeing, who look beyond the payment of the week's wages, will discern how much benefit may ensue to the industrious classes at home, and through them to the whole community, from well-conducted emigration.

"The commissioners have expressed their willingness to carry out, as far as may be practicable, two suggestions offered to them by a deputation of colonists, merchants, and others interested in Australia:—1st, That emigrants should be sent out under an engagement to devote themselves exclusively to agricultural or pastoral labours, and not to elope to the gold-fields; 2ndly, That a preference should be given to eligible emigrants going out under agreement for the hire of their services, to masters in the colonies. The commissioners seem to admit the feasibility of the second of these measures; but they own that they regard the first one with considerable misgiving as to the means of enforcing its provisions. And they are right. Experience has shown that labour contracts always fail: as soon as their restraint is used, it breaks through.

"The remaining difficulty alleged by the commissioners is that of procuring a due proportion of female emigrants. So strongly have they felt the pressure of this difficulty, that for some months they have refused to give passage to single men, except when forming part of a family, or under very special circumstances; both on account of the great excess of men in the colonies, and because single men are most likely to go to the gold-fields. The restriction causes much inconvenience in individuals. Ireland is the quarter to which they look for the needful compliment of spinsters; but healthy and respectable women are not scarce in England. In this, as in many other instances, the real pinch of the difficulty lies in the weakness of the selecting machinery under the commissioners.

"Among the tardy concessions which the commissioners have made to public opinion, we are glad to notice that they have so far relaxed their stringent regulations as to include handloom weavers in their list of 'eligibles.' Every colonist knows, though the commissioners may not, that some of the best shepherds in Australia have belonged to that class. An English shepherd, transplanted to the Australian pastures, has to begin by unlearning his old business before he can learn a new one. The weaver falls in at once with the squatter's ways.

"Whilst the commissioners are still preposterously squeamish in their selection of emigrants, we much fear that the heterogeneous mass of unassisted emigration comprises many unsuitable elements, many ill-advised persons, totally unfitted by their previous habits and training to adapt themselves to the exigences of colonial life—the clerks and shopmen, the 'fast,' and the too 'slow,' who hope to *snatch* in Australia the competency they will not *earn* in England. The Australians have warned these classes over and over again that there is no place for them in the colonies; and the disappointments in many cases, the misery in some, which may follow from the neglect of this warning, must not be laid at the door of those who would willingly have prevented it."

The accompanying, from a competent authority on emigration matters, will be read with interest:—

"This week" (June 20) "the merchant ship *Vimiera*, from Sydney, arrived in London laden with gold from the Australian diggings, valued at £55,000, and wool to the amount of 2,400 bales. She also brought the latest intelligence we have up to this moment from the gold diggings. Her news includes the fact that the yield at Sydney and Port Phillip was increasing daily, and that at Port Phillip labour was becoming extremely scarce. It was feared, when the *Vimiera* left the colony, that shepherds' wages in Port Phillip 'would run up to an unprecedentedly high rate.' With the rise in the wages of shepherds, there will be a corresponding rise in the price of wool; the high price of wool will increase the price of Mr. Hume's winter coat; the high price of Mr. Hume's coat will probably suggest to that gentleman the propriety of asking Sir John Pakington why he is content to patch—and to patch poorly and meanly—the present official scheme of emigration. First, he will allow the contribution levied upon emigrants of the artisan class to be lowered for those proceeding to Victoria; then "at the urgent solicitation of the public," he will extend this generous boon to emigrants proceeding to New South Wales, and South Australia. Steam-ships have for many years now been employed by merchants and others, in preference to sailing-vessels, for most purposes; yet it never occurred to

the Colonial-office that steam power might, with good results, be applied to Australian emigration. It remained for Mr. Edward Stephens to suggest to the emigration commissioners the advantages of emigration by steam to Australia. Bold speculators have said, why not send the *Great Britain* to Australia with four hundred emigrants at £25 per head? This ship could do the voyage in sixty-five days; and return home laden with wool, copper, and gold, having realised £18,000 by the trip.

"Emigrants would save a month by this means; steam-ships would return handsome profits to their owners; and the Australian colonists would receive, at the earliest possible time, labour for the want of which they are now suffering. Even now, while making this suggestion, the welcome announcement is sent forth that the great screw ship is destined to sail for Australia in the course of August next, with accommodation for one thousand passengers! By this vessel emigrants may proceed to Port Phillip, in the second cabin, for the sum of £25. This is an advantage offered by the non-official friends of emigrants. It is not a scheme matured by the officials who have been handsomely paid for many years past to study the machinery of emigration: it has originated with some enterprising shipowners who have the sagacity to read truly the feeling of the moment. If two or three sound companies were now formed in various parts of England to co-operate with the steamship companies, a great scheme of emigration might be carried on in independent action of Park-street. We could soon afford to allow the emigration commissioners their wonted slumbers. Daily their published correspondence places them in an unpopular light before the public. A country vicar writes to the *Times* these suggestive sentences:—

"Sir,—There are in my parish several persons willing to emigrate to Australia, with the *bona fide* intention of engaging in agricultural labour, and resisting the temptations of the 'diggings.' I applied on their behalf to the Government Commissioners of Emigration, and the reply I received was, that no assistance could be given to unmarried men, that a large stock of married men were already on hand, but that there was a brisk demand for young women. Now, sir, what are we to conclude from an answer of this sort at such a time? Are the accounts which we receive from South Australia of impending distress, bankruptcy, and ruin among the proprietors all a flam—mere selfish and indolent appeals *ad misericordiam*, with no more real ground of grievance to back them than the protectionist moanings over lost monopoly, of which our ears are right weary? Or, supposing these accounts to be as terribly true as they seem to be, has this country so little concern with the prosperity of her largest and hitherto most promising colony, that our government is justified in replying to her urgent and almost despairing calls for skilful shepherds, and hard-handed, stout-hearted labourers, with the offer of a small stock of cooks and housemaids?"

The country vicar's question is one which has been repeated several times: and which, from the present state of affairs in Park-street, will receive no popular reply, before the public have fairly shown the government that they will no longer submit to have the emigration of the country conducted by officials who turn a sullen look of disdain upon the necessities of the colonies and of the crowded population at home. The country vicar, however, is not alone in his public complaint of the commissioners. Here is the complaint of another *Times* correspondent, who signs himself H. F.:—

"Sir,—Is the scarcity of labour in Australia a fact, or is it not? Is it true that sheep by tens of thousands must remain unshorn because there are no shearers to shear them, or is the rumour a humbug from beginning to end? If I trust to my ears, I must believe the rumour of scarcity of labour; if I trust to my eyes, I cannot imagine that any scarcity exists.

"In consequence of applications received by me from persons resident in my own parish, I wrote a few days since to the secretary of the Colonial Land and Emigration office, stating that a man, his wife, and seven children, and a young man of another family, were all desirous of emigrating to Australia. The man and woman are both in the prime of life, the children properly qualified, the young man aged eighteen, and the whole party steady, honest, industrious, and likely to do good service to a colony. The answer I received was,—'Should the family you mention fall strictly within the rules enclosed, the form attached thereto may be filled up according to the directions contained in it;' and the letter ended by saying, 'I am to add, that as the male sex already greatly preponderates in Australia, the commissioners have found it necessary to decline single men unless they are sons in families which can be accepted, and are balanced by an equal number of single women.'"

This letter bears date the 26th of May, 1852.

H. F. goes on to ask whether he may believe his ears; though he appears very willing to credit any statement of the length of those which adorn the officials with whom he is at issue. And then he arrives at those conclusions which have been already published—asking again and again, whether the wealth of the Australian soil is to rot in deference to the regulations of Park-street commissioners. It has been already written about the sullen obstinacy with which these gentlemen have refused to charter ships from other than their pet ports. Let us now quote a letter written lately from Park-street to the mayor of Limerick:—

“Park-street, Westminster, May 28.

“Sir,—I am directed by the board to acknowledge the receipt of your letter of the 23th instant, requesting that a vessel may be sent to Limerick to send off to Australia a number of poor persons who have crowded into the city from the surrounding district, and from whom a selection of either sex might be made. In reply, I am to state that the commissioners regret that their arrangements will not admit of their despatching ships to Limerick as you request, but they will convey, free of expense, such emigrants as they select in Ireland, from Cork or Dublin, to the English port from which their vessels may be chartered to sail. I am to take the opportunity to explain that Ireland is still considerably in advance of her share in the emigration carried on to Australia at the expense of the colonial funds.”

Yet, continue the commissioners, they will not altogether stop Irish emigration. Ireland in advance of her share! What is her share? I laboured till now under the impression that the commissioners naturally turned for emigrants to those parts of the country where the greatest distress prevailed; that they sought to administer the funds at their disposal in those homes where misery had played its worst pranks;—but the state of that part [of Scotland now under the care of the Charing-cross Society, and other suggestive facts, serve to dispel the pleasing illusion. Emigration under government auspices is parcelled out into certain shares: so much for patronage for Sussex—so much for Essex. Essex may be prosperous, and Sussex in the depth of misery—still Sussex claims no more than Essex. This is merely a Park-street regulation—or wherefore tell Irishmen that they have exceeded their share of government patronage? It is, in short, a pity that all letters signed “Walcott” should, by command of the commissioners, exhibit a spirit antagonistic to that which prevails throughout the country.”

In a letter from the *Sydney Morning Herald*, written by Mr. G. Lacey, of Bathurst, a glowing account is given of the Australian gold diggings. As it may be useful to our readers to know what actual residents are saying with regard to this question of questions, we extract a part of it:—

“Having made a hurried visit to the gold-fields of this district, for the purpose of satisfying myself as to the reality of the reports which were daily arriving in Bathurst during the last week, causing the greatest excitement amongst all classes, I have forwarded a slight account of the diggings, thinking it would not be unacceptable to many of your readers. The locality is about thirty-five miles hence; eight miles from Cornish Town, and twelve from Orange. There is a tolerable bridle-road, and even loaded drays are brought down to the spot by taking the road through Blackman's Swamp. It is at the junction of Summer Hill and Lewis' Ponds Creeks, where the diggers are now at work. There is nothing peculiar in the appearance of the country, broken ridges and continuous hills of quartz being the principal features. On arriving at the diggings, which lie in the narrow bed of the creek, where there is not level standing-room for fifty people, a singular and exciting scene presented itself. About two hundred individuals were congregated (though large parties were hourly arriving), forming as motley a group as could possibly be brought together, and attired in every conceivable style of costume, the fierce and brigandish seeming to be the most in vogue. From the magistrate down to the shirtless vagabond, the features of every one bore an expression of bewildered anxiety. It was evident that by far the greater portion of the people went there with the expectation of picking up lumps of gold among the rocks and stones of the creek, many arriving with nothing but a pick or a spade, and not provision for even a single meal, or a covering for night. The ridges all around were covered with hundreds of horses, though there is not sufficient grass to feed a dozen. I did not see more than three camps erected, the majority of the diggers seeming to imagine that a covering overhead is totally unnecessary in this auriferous region; and bitterly must they have repented for their want of forethought, as towards evening the pelting shower came down, continuing at intervals during the whole night and next day, no doubt considerably cooling the ardour of the gold-seekers. With respect to the quantity of gold to be found, no one with the slightest knowledge of geology can doubt that it exists in great abundance *somewhere* near the spot. A

spade-ful of earth taken from any part of the banks near the creek, and carefully washed, will produce gold more or less. But nothing can be done without proper machines for separating the gold from the earth, sand, and particles of iron which are found with it. I did not see more than three of these rockers or cradles at work, the greater part of the diggers contenting themselves with whirling the earth and water round in a tin basin, the lid of a saucepan, or even their hats, and letting it gradually wash over the sides, leaving the grains of gold at the bottom; and most amusing was it to observe their anxious features while peering most intensely into the dish for the coveted metal, by the bystanders, who had perhaps only just arrived, appearing equally as anxious; doubtless judging what their own chance of success would be. I heard many say they had found considerable pieces that morning, but I did not see them. One gentleman, with a cradle, showed me his produce of three or four hours' labour out of seven buckets of earth: as nearly as I could judge, I imagine it would fill a good-sized thimble, the largest piece being the size and shape of a flattened pea. The greatest good-humour, badinage, and a disposition to oblige, seemed to prevail; but whether this will last when the worthless characters arrive from all parts of the colony, it is difficult to say. It is expected that thousands will soon be on the road from Sydney, many of whom will most certainly be egregiously disappointed, and rue the day they gave up their ordinary avocations for gold-hunting. Let no man come who cannot stand up to his knees in the cold water for hours; who cannot lie down in wet clothes, and sleep under the greenwood-tree; who does not know how to make a damper or a fire when every bit of timber round is soaking wet. The only possible chance of doing any good, is for six or eight to form a company, provide themselves with a tent, plenty of provisions, necessary machines and tools; and by incessant labour and co-operation, it is not improbable a profit may be realised. The good folks at Bathurst, however, seem to be determined to keep people from coming into the district, by raising their prices to a more unjust and extravagant pitch. Flour is £40 per ton; 8s. are asked for shoeing a horse, 10s. for a small pick, &c. This absurd overreaching will compel many industrious men—determined to stick to their work notwithstanding the temptation to gold-hunting—to find employment elsewhere. The flock-masters are in great consternation; already have flocks of sheep been deserted by their shepherds, and left in the bush. I was greatly amused on returning from the bustling scene, when meeting a magistrate, a sheep-owner, attired in his mining-frock; who, accompanied by his brothers and two heavily-laden carts for the diggings, deplored the consequences that would fall upon those who are seized with the gold mania."

LIST OF SHIPPING AGENTS.

The following list comprises the most respectable and extensive shipping agents in the metropolis. It would be almost useless to give their respective charges for a passage to Australia, the vast demand for ships that has lately taken place having caused a considerable rise in the passage; but a comfortable passage, in a good ship, provisions and bedding found, may be obtained at a rate, at the present time, varying from £18 to £25. At page 87 we have given a list of ships about to sail, with other particulars.

Messrs. Fry and Davison, 113, Fenchurch-street.
 Messrs. Marshall and Edridge, 34, Fenchurch-street.
 Mr. Thomas Woolley, 2, Cullum-street, City.
 Mr. J. W. Gull, 4, Brabant-court, Philpot-lane.
 Thompson, Brothers, 1, Riches-court, Lime-street, City.
 Messrs. Toulmin, 31, Great St. Helen's.
 Messrs. Devitt and Moore, 9, Billiter-street.
 J. Jaffray and Co., 7, Great St. Helen's.
 J. Thompson and Co., 6, Billiter-square.
 Mr. S. Lindsay and Co., Austinfriars.
 Balfour, Laming, and Owen, 157, Fenchurch-street.
 Mr. W. O. Young, Sun-court, Cornhill.
 John Hall, jun., and Co., 9, George-yard, Lombard-street.
 Lachlans and M'Leod, 62, Cornhill.
 Mr. T. B. Mallett, 4, Castle-court, Birchin-lane.
 Messrs. Baring, 8, Bishopsgate-street Within.
 Messrs. Phillips, Shaw, and Lowther, 2, Royal Exchange-buildings.
 Henry H. Willis and Co., 3, Crosby-square, City.
 Mr. J. Stayner, 110, Fenchurch-street.
 Messrs. Felgate and Co., 4, Clement's-lane, Lombard-street.
 Messrs. Gibbs, Bright and Co., Liverpool or Bristol.

WAGES.

Return showing the Average Wages of Mechanics and others in the colony of New South Wales, for the quarter ending June 30, 1851.

Trade or Calling.		Average Wages per diem without Board and Lodging.	Average Wages per diem with Board and Lodging.	Highest and Lowest Rates per diem, without Board or Lodging.	
				Highest.	Lowest.
MALES.					
Carpenters	Town	s. d. 6 9	£ sterling. ..	s. d. 7 6	s. d. 6 0
	Country ..	..	45	..	..
Smiths	Town	7 0	..	7 0	7 0
	Country ..	..	50	..	..
Wheelwrights	Town	7 0	..	7 0	7 0
	Country ..	..	50	..	..
Bricklayers	Town	6 0	..	6 0	6 0
	Country ..	..	45	..	..
Masons	Town	8 3	..	9 0	7 6
	Country ..	..	55	..	..
Farm Labourers .....		..	*13 to 24	..	..
Shepherds .....		..	18 to 24	..	..
FEMALES.					
Cooks (plain) .....		..	16 to 25	..	..
Housemaids .....		..	14 to 18	..	..
Laundresses .....		..	14 to 18	..	..
Nursemaids .....		..	7 to 12	..	..
General House Servants .....		..	14 to 18	..	..
Farmhouse Servants, Dairy Women, &c. ....		..	†13	..	..

THE FOLLOWING ON THE BENEFICIAL EFFECTS OF THE GOLD DISCOVERIES IN AUSTRALIA WILL BE READ WITH INTEREST, AND FORMS A FITTING PENDANT TO OUR LITTLE BOOK :—

The recent panic in Australian matters is perhaps the most striking characteristic of the present century, and of the position of England. During the many thousand years that the world has lasted, the first and dearest wish of nations and individuals has been the discovery of that strange substance which from the dawn of history has without a moment's intermission, been the uniform type of wealth and happiness—the uniform object of aim and ambition. Princes and merchants took whatever else they could find in the countries they conquered or explored, as the best substitute they could find for gold, as the best representative of the universal monarch of human things—as the best means for enticing his august presence. When Columbus discovered the West Indian Islands the first thing he asked for was—gold. The eagerness with which the Spanish adventurers, when they caught sight of the yellow trinkets hanging round the necks of the savages of Hispaniola, demanded the site where the precious metal had been found, is actually the only instance of enthusiasm into which those phlegmatic gentlemen were led by the discovery of a new world for the enterprise and the information of man. The European, standing for the first time on the shores of America, held a position which in itself and its consequences was the most exciting that could happen to man. The discoverers thought nothing of their position, excepting so far as it led to a gold-mine. The gallant conquerors of Peru and Mexico took little heed of the strange people, the new products, the noble rivers, the unexampled fertility, the grand scenery of the countries they traversed; they contented themselves with one single demand—which was the nearest way to the gold? Such would have been the conduct of humanity since the establishment

* In the case of the country labourers, the board and lodging consists of a dwelling with a ration of 10 lbs. of meat, 10 lbs. flour, 2 lbs. sugar, and 4 ounces tea (or milk in lieu of sugar and tea) per week.

† The wives of farm labourers with families do not receive this amount of money wages, as a sufficient quantity of food is generally allowed for the support of their children, and a corresponding deduction is of course made.

of society; for would the progress of intelligence have made matters much better—up to the last twenty years—had a new world been discovered in the Arctic or Antarctic Pole.

For the first time since the creation, a single people are frightened out of their senses on the announcement of the discovery in vast quantities of this great prize. This enormous fact—in itself equal at least to the discovery of a world—is passing around us without our heeding its wonderful novelty, or the huge sign of the times which it indicates. A philosopher, to whom it should be told in the recesses of a Syrian hermitage, would lift up his eyes and thank Heaven that the time had at last come when philosophy had triumphed, where riches were held in disdain, where honourable poverty assumed its rank, where pride and luxury were banished, and mankind contented with the plain and simple product of unsophisticated nature. It is told that from the foundation of all things there never was a time or a people in which poverty was held in less respect, when men were less disposed to be contented with plain nature, when pride and luxury were more universal, and when his, the said philosopher's, opinions on the vanity of riches were likely to be scouted more condignly;—his philosophy, we take it, must be above that of Plato or Aristotle, to enable him to explain the puzzle.

We have found a means of wealth greater than gold—a mine richer than gold—not in the desert rocks of a wild country, in the distant hills of single regions, but everywhere that sheep can be fed, cotton raised, and manufactories built. We can safely affirm that at no time but the present, even in our own history, would the discovery of gold have alarmed the world as the obstacle to the realisation of yet more certain wealth—and with at least equal safety, that even at the present time no other people in existence but our own would have been thrown into ecstasies at finding the precious metals in those dominions. The first nation that has realised the superiority of industry to gold deserves a place in history at the head of all discoveries. But the discovery, like all others, passes at the moment unrecognised in its importance, and uncelebrated in its glory.

We have but little apprehension that the derangement of Australian farming caused by the sudden throw of gold; amongst the populace will be serious and lasting. As long as emigration lasts what emigrant will go to the backwoods of America, or reclaim deserts in Spain, while farms ready cleared and made, live stock already got together, and an important market already opened, are to be had for the asking? A vacant farm in Australia, full of hope and promise, only demanding an occupant, cannot be long without attracting the full tide of emigration, unless we are to suppose the return of the fabulous times to which all schoolboy wonders are referred, when little pigs ran about the streets ready roasted, demanding to be eaten. Amongst the curious characteristics of the affair is the terror evinced lest the diggings should prove, as they are stated, to be inexhaustible. The public need not be afraid—nothing is inexhaustible in the world—gold least of all things. The mines will be regulated in time, and profitable and prepared farms not be without their cultivators as long as the world is able to supply emigrants, who most certainly will prefer landing in a garden to locating themselves in a wilderness. If, indeed, all Europe could not supply population sufficient to work Australian diggings, we might have some apprehension for Australian farms; but who seriously imagines such a thing? Besides, under such circumstances, the value of gold will have fallen low enough to make farming the better occupation of the two. The result, after the present derangement has settled down, will be a strong tide in favour of Australian emigration; the world will have its attention fixed on a country full at once of agricultural and mineral wealth; and the present extension of our steam navigation to Australia, coming at such a moment, will aid greatly the development of the movement. The prospect of the country will probably turn out to be advanced a full quarter of a century by the events of the last two years, which is worth a twelvemonth's farming derangement and inconvenience at any rate—and even a Yorkshire panic thrown into the bargain. Not but that we must use most strenuous, immediate, and energetic measures for supplying the actual demand in Australia for human labour; but it is because the most temporary interruption to progressing industry should be stopped as soon as possible, rather than from any fear of the ultimate result.

**DIET SCALE FOR THE VOYAGE ON BOARD THE VESSELS CHARTERED BY THE
GOVERNMENT.**

	Bis- cuit.	Beef.	Pork.	Pre- served meat.	Flour.	Oat- meal.	Ral- shs.	Suet.	Peas.	Rice.	Pre- served potat- oes.	Tea.	Coffee, weight when roasted.	Sugar.	Trea- cle.	Butter.	Water.
	oz.	oz.	oz.	oz.	oz.	oz.	oz.	oz.	Pint.	oz.	oz.	oz.	oz.	oz.	oz.	oz.	Quarts.
SUNDAY	8	..	..	6	6	3	2	1½	..	..	4	½	..	..	2	..	3
MONDAY	8	..	6	..	6	3	..	..	½	..	..	..	½	4	..	2	3
TUESDAY	8	..	..	6	6	3	2	1½	..	4	..	½	..	..	2	..	3
WEDNESDAY ..	8	..	6	..	6	3	..	..	½	..	..	..	½	4	..	..	3
THURSDAY	8	..	..	6	6	3	2	1½	..	..	4	½	..	..	2	..	3
FRIDAY	8	..	6	..	6	3	..	..	½	..	..	..	½	4	..	2	3
SATURDAY	8	6	..	..	6	3	2	1½	..	4	..	½	..	..	2	..	3

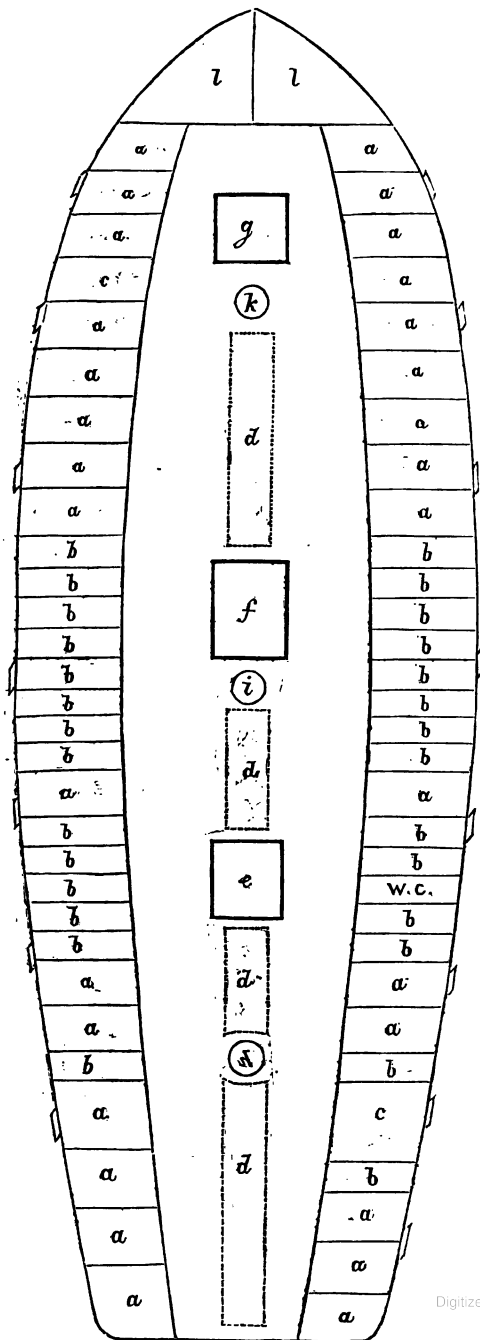
Mixed Pickles One gill Mustard Half an ounce	{ Weekly }	Salt.....Two ounces PepperHalf an ounce.
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** The intending emigrant should be particular, in making his terms with the broker, to see that the diet provided by private shipowner is, at least, as liberal as that offered by the Government. In previous pages we have given a hint or two as to the "extra stores" necessary.

LIST of the Principal Vessels advertised to sail for Australia during the months of July and August.

* * Where blanks are left in the Table beneath, it must be understood that such further information can be obtained of the broker or of the captain on board.

Ships Names.	Tons.	Commanders.	Destination.	Passage Money.		Name and Address of Brokers.	Day of Sailing	Dock and Port.
				Cabln.	Interm.			
City of Poonah, A 1	900	A.A.J. Prescott	Port Phillip & Sydney	£	£	F. Green and Co., 61, Cornhill	July 1	London Docks & Gravesend
Agata, A 1	700	..	Port Phillip .....	..	..	Douglas and Co., 25, Billiter-street...	July 1	ditto ditto
Metoor, A 1	500	..	ditto	55	none	W. O. Young, Sun-court, Cornhill ..	July 5	ditto ditto
Benjamin Elkin, A 1	650	J. Overbeing	Sydney	one class	18	Marshall & Edridge, 34, Fenchurch-st.	July 10	London Docks & Plymouth
Macedon, A 1	800	O. F. Edwards	Port Phillip	35	25	H. and C. Toulmin, Great St. Helen's	July 10	London Docks
Arundel, A 1	1,200	A. Milla	ditto	30	25	Fry and Davidson, Fenchurch-street	July 10	East India Docks
Delgany, A 1	1,350	Robert Ogg ..	ditto	30	25	J. Jaffray & Co., 7, Great St. Helen's	July 12	Gravesend
Prince Albert, A 1	500	— Brown	ditto .....	..	..	Hall, Brothers, Leadenhall-street...	July 12	Gravesend & Plymouth, 20th
Oriental, A 1	500	— Carr	ditto .....	..	26	Hochkin and Mobbs, Leadenhall-st.	July 15	Gravesend & Portsmouth, 20th
Midas, A 1	1,000	J. Smith	ditto .....	..	40	John Lidgett, Billiter-street	July 15	London Docks
Biorluce, A 1	700	William Paris	ditto .....	..	25	W. Felgate and Co., 4, Clement's-lane	July 20	London Docks & Gravesend
Emily, A 1	900	..	ditto .....	..	25	W. O. Young, Sun-court, Cornhill ..	July 15	Gravesend
Sea Nymph, A 1	700	— Ward	ditto	one class	26	Hochkin and Mobbs, Leadenhall-st.	July 20	ditto
General Hewitt, A 1	1,300	W. Gateaby	Sydney	ditto	18	Marshall & Edridge, Fenchurch-st..	July 24	London & Plymouth, Aug. 2
Isabella, A 1	1,200	J. T. Peat	Port Phillip	ditto	..	ditto ditto	July 15	ditto ditto
Savern, A 1	800	C. Duncan	ditto	ditto	..	ditto ditto	July 15	ditto ditto
Eliza	1,200	F. Pain	ditto	ditto	..	ditto ditto	July 26	ditto
Hooghly	700	J. Dufraut	ditto	ditto	..	ditto ditto	July 26	ditto
Windsor	800	G. Tickell	Port Phillip & Sydney	..	..	F. Green and Co., 61, Cornhill	July 15	& Plymouth, Aug. 3
Tullock Castle ..	900	J. Greig	Port Phillip	40	20	Peter Tindal, 17, Gracechurch-street	July 30	Gravesend and Plymouth
Queen of England ..	800	J. Benson	ditto	one class	25	Hochkin and Mobbs	July 31	London Docks
Ballarat	1,100	..	ditto .....	..	25	W. O. Young, Sun-court, Cornhill...	July 31	Gravesend and Portsmouth
Prestes, A 1	1,000	H. Cayger	ditto .....	..	23	Fry and Davidson, Leadenhall-street	Aug. 2	Gravesend
A Ship, A 1	1,000	..	ditto .....	..	23	ditto ditto	Aug. 2	East India Docks
Northumberland, A 1	900	J. N. Kerlie ..	Port Phillip & Sydney	..	..	F. Green and Co., Cornhill	Aug. 1	ditto and Plymouth
Blackwall, A 1	1,000	B. O. Lewis ..	ditto .....	..	..	ditto ditto	Aug. 15	..
Arglesey, A 1	1,150	J. N. Thomas ..	ditto .....	..	..	ditto ditto	Aug. 25	..
Sir Powell Buxton ..	700	J. Reynolds ..	Port Phillip	40	24	John Lidgett, Billiter-street	Aug. 5	London Docks
Marborough, A 1	1,400	John S. Webb ..	ditto .....	..	35	Mr. Seathern, 3, Exchange-buildings	Aug. 9	East India Docks & Plymouth
Henry Winch, A 1	700	John Jenk'ns	ditto	one class	26	Hochkin & Mobbs, Leadenhall-street	Aug. 5	Gravesend and Portsmouth
John Meluish	1,100	John Bradley	ditto	ditto	..	ditto ditto	Aug. 10	ditto
Abegorda, A 1	1,100	..	ditto .....	..	25	W. O. Young, Sun-court	Aug. 15	London Docks
Formosa, A 1	1,100	..	Sydney	90	50	132, Leadenhall-street ..	Aug. 7	Southampton
Braganza, A 1	1,100	..	Port Phillip	25	..	W. O. Young, Sun-court ..	Aug. 29	Gravesend
Vinagera, A 1	..	Henry Neaby	ditto .....	..	..	Devitt and Moore, 9, Billiter-street ..	Aug. 5	London Docks
Great-Britain Stm. S.	3,500	B. R. Matthews	Melbourne	70	40	George Seymour, Sun-court, Cornhill	Aug. 21	Liverpool



PLAN OF THE INTERMEDIATE CABINS IN ONE OF MESSRS. FRY & DAVIDSON'S FIRST CLASS EMIGRANT SHIPS.

These, and all good emigrant ships, carry an efficient store of provisions, medicines, &c., and have a surgeon on board; *a a* are the single cabins; *b b* the cabins for families; *c c* the hospitals; *d d* the tables down the centre of the cabin; *e* the after hatchway; *f* the main hatchway; *g* the fore hatchway; *h h* the masts; *i i* the water-closet reserved for females; *j j* the water-closet reserved for males; there are also water-closets on deck. The passengers in the Intermediate Cabins have to provide themselves with bedding, knives, forks, spoons, tin plates, hook pots, water-bottles, basins, &c.; and we may just hint that a few packets of Seidlitz powders, and other cooling medicines, will be found useful, not only during the voyage, but also in the colony. The advertisement of Messrs. Butler and Harding, on the wrapper, will supply the necessary information on this point.

